

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXV. No. 9

Chicago, Ill., U. S. A., November 10, 1915.

PRICE \$1.50 PER YEAR
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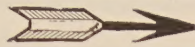
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Purchase or Commission

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

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GRAIN

Consignments Solicited. Track Bids Made on Request.

Room 39 Chamber of Commerce, Peoria, Ill.

RUMSEY, MOORE & CO.

GRAIN COMMISSION

Board of Trade

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Your Consignments solicited—Personal attention—

Quick Returns to all. Ask for Our Bids

BUCKLEY, PURSLEY & CO.

Commission Merchants

GRAIN AND SEEDS

10 Chamber of Commerce PEORIA, ILL.

RECEIVERS, SHIPPERS AND BROKERS**L. C. McMURTRY GRAIN CO.**RECEIVERS AND SHIPPERS — KAFFIR AND MAIZE
Milling and Export Wheat, Oats, Rye, Barley, Etc.Write or Wire Us
when in the market.

PAMPA, TEXAS

KUEHL-LAMMERS GRAIN & COAL CO.

We Buy and Sell All Kinds of Grain.

Get our prices.

CEDAR RAPIDS, IOWA

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.**Chicago Grain & Salvage Co.**

DEALERS IN

SALVAGE GRAIN

Grain, Feed, Etc.

WRITE OR WIRE

930 Postal Telegraph Bldg., CHICAGO

COBB GRAIN CO.

PLAINVIEW, TEXAS

Dealers in All Kinds of Grain and Seeds

Panhandle Grain Dealers' Assn.
Members Texas Grain Dealers' Assn.
National Grain Dealers' Assn.**E. I. BAILEY**

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

WANTED

Live business men to store

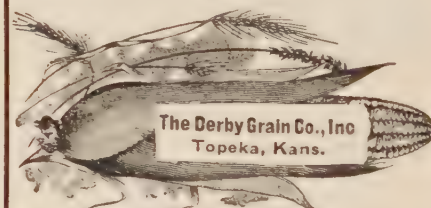
KAFFIR CORNIN TRANSIT, by paying through rate from home origin
to final destination.**FIREPROOF WAREHOUSE**Issue Negotiable Receipts which are accepted by all banks,
or we will**FINANCE YOUR DEAL**

by making Liberal Advances. Write us.

Keystone Warehouse Co.

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New York

F. A. DERBY, President
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HANDLING MILLING WHEAT**MATTHEW D. BENZAQUIN**

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Brokerage and Commission
DOMESTIC AND EXPORT

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Receivers and Shippers of

GRAIN

Terre Haute and Evansville, Ind.

BALDWIN GRAIN COMPANY

GRAIN BROKERS

BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

WANT HELP?Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.

Ship Your Hay

to

ALBERT MILLER & COMPANY

192 North Clark St., Chicago, Ill.

"LARGEST HANDLERS OF HAY IN MIDDLE WEST"

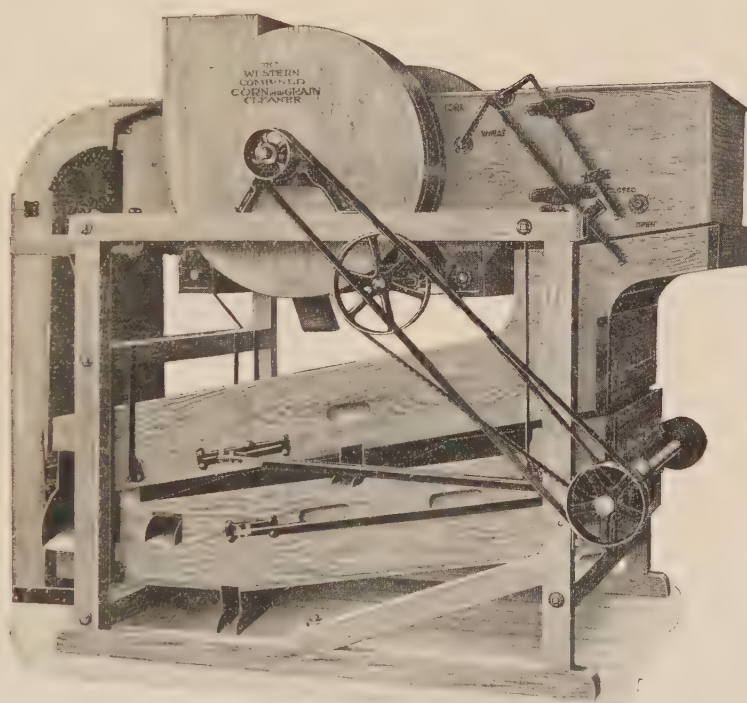
REFERENCES } First National Bank, Chicago
National City Bank, Chicago
National Produce Bank, Chicago

\$10 GOLD PIECES FREE

If you saw such a sign tacked on the Philadelphia Mint you wouldn't pass it up, would you? Of course not. You would walk right in and get your share.

If you are interested in more money, made easy, you won't put off investigating the merits of the

WESTERN Combined Corn and Grain Cleaner

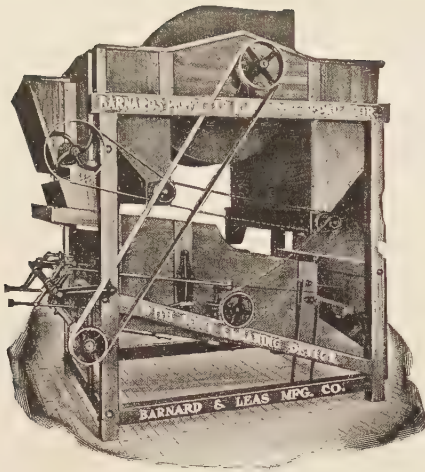


Your neighbor who has installed this machine in his elevator reports that it is making money for him. If it is making money for him it will for you. At any rate we will ship it to you on thirty days' trial, and if, at the end of that time you are not satisfied with it, send it back. But we **know** you will buy after running it one day. Ask us for complete information.

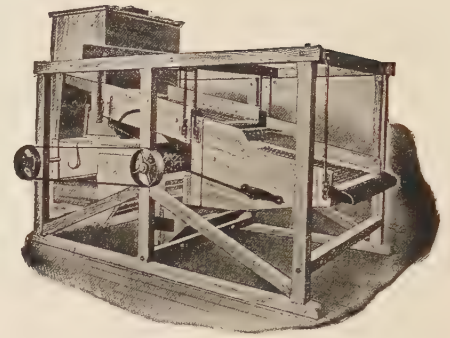
UNION IRON WORKS

DECATUR, ILLINOIS

Everything for Grain Elevators and Feed Mills



Perfection Separator



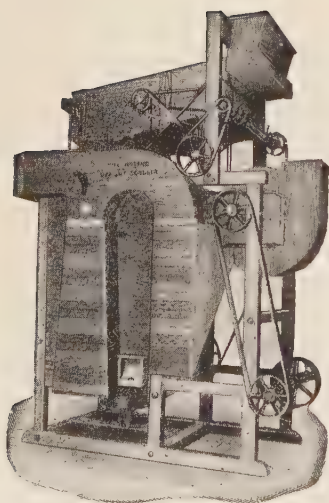
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

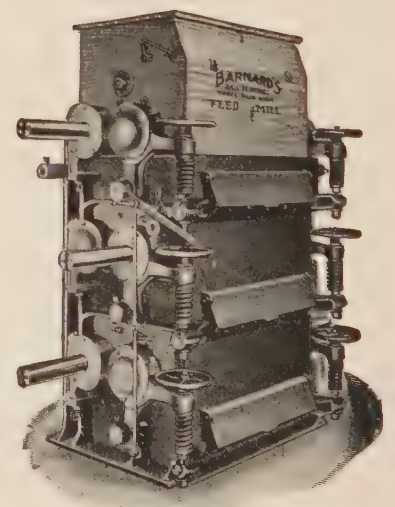
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

Send for latest catalogue



Moline Upright Oat Clipper

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill

SCIENTIFIC

LOOK FOR RELIABILITY

Choosing the right attrition mill is a big problem. They all look much alike on the surface, but there's a big difference underneath—a difference that means dollars to you.

Steady, dependable service is assured when you

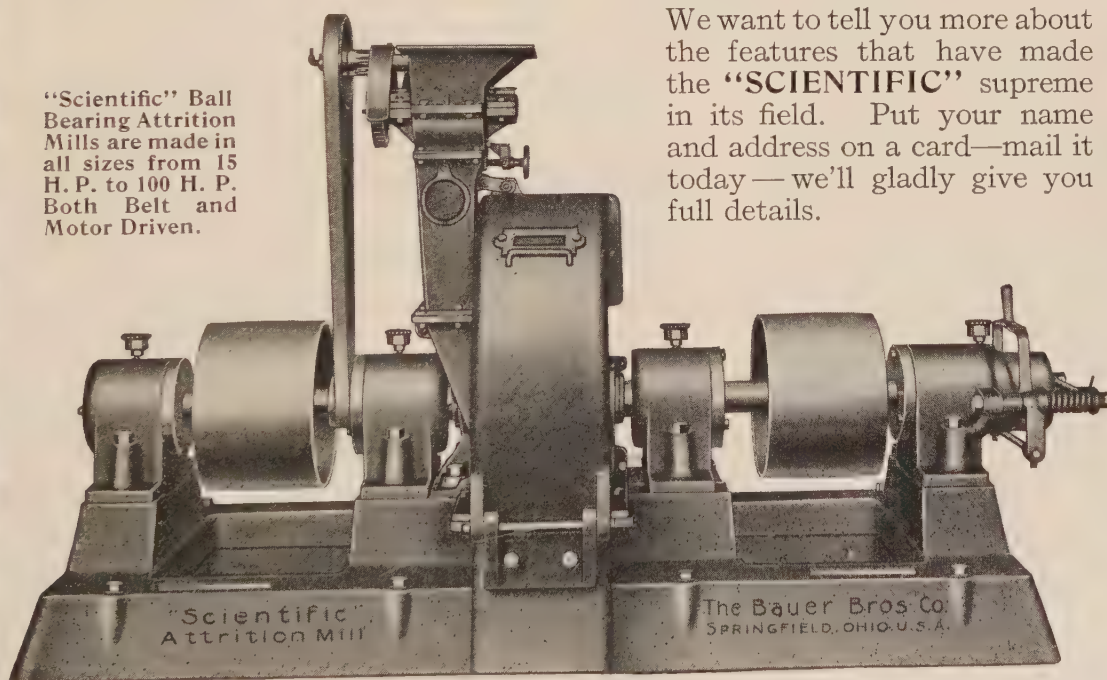
Grind it the "SCIENTIFIC" Way

The "SCIENTIFIC" BALL BEARING ATTRITION MILL is built of materials proven best by years of use—designed by men who have devoted a lifetime to the improvement of this class of equipment. Its construction insures durability.

The plates on the "SCIENTIFIC" are always in perfect trim. The Ball Bearings are dust proof and oil tight. No dust can work into the bearings and no oil can work out. You can grind 40 to 50 per cent more feed with the same power you are now using and show a saving of 90 per cent in your lubricating costs. These are advantages to consider in buying an attrition mill.

"Scientific" Ball Bearing Attrition Mills are made in all sizes from 15 H. P. to 100 H. P. Both Belt and Motor Driven.

We want to tell you more about the features that have made the "SCIENTIFIC" supreme in its field. Put your name and address on a card—mail it today—we'll gladly give you full details.



THE BAUER BROS. CO.

FORMERLY THE FOOS MFG. CO.

Room 506 Bauer Bldg.

SPRINGFIELD, OHIO

SCIENTIFIC

For GRAIN ELEVATOR Equipment

Engines—For Power

Rope—For Drives

Belting—For Buckets

Boots—For Elevator

Boxes—For Bearings

Shafting and Pulleys

Cleaners—Shellers—Grinders

Scales for Every Service



American Supply Company

Under New Ownership

Omaha, Neb.

HOWE SCALES

Buyers or Sellers by Weight
Should Own

HOWE SCALES

Because

They are *Ball Bearing*
They are *Everlasting*
They are *Most Accurate*
They are *Strongest*
They are *Simplest*
They are *Easiest to Install*
And *Cheapest* in the end

ALL STYLES

ALL SIZES

COMPLETE STOCK



New Portable Automatic

Very simply constructed. Consists of
Dial and Scale Parts Only

Recommended for

Commission Men
Produce Men
Express Companies
Factories
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Warehouses

CAPACITY UP TO 1100 POUNDS

Made with or without Tare and
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Sole Distributors
for

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trade-mark
the guarantee of
excellence on
Goods Electrical

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For MICHIGAN business refer to General Electric Company of Michigan, Detroit, Mich.

For TEXAS, OKLAHOMA and ARIZONA business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City.

For CANADIAN business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

Safe, Clean Power for the Milling Industry

The many advantages of electric power for flour mills and grain elevators are so obvious that the mill owner's only concern need be the selection of the proper motors.



G-E Electric Motors

are especially well adapted to mill and elevator work. They require but little attention and are not readily affected by dust. They do not drop oil nor cause dirt of any kind. Fire risk is also entirely eliminated in these motors, making them ideal sources of power in the presence of inflammable or explosive dust.

The extreme reliability of G-E motors have made them, for many years, the choice of prominent establishments in every industry.

Our nearest office or motor agency is at your service.

General Electric Company

General Office: Schenectady, N. Y.

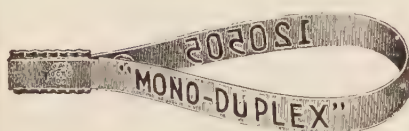
Motor Agencies in All Large Cities and Towns
5788

MONO-DUPLEX

Pat. One Piece Double Lock

AUTOMATIC Car Seal

Safe
strong
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Requiring no tools for locking.

Cannot be opened without destroying.

The Best Cheapest Seal in the market

MONO-DUPLEX is positive car insurance

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We want responsible representatives in shipping centers. Good Money for men with proper connections.

6,000 SHIPPERS are now using TYDEN CAR SEALS.

Bearing shipper's name and consecutive numbers.

They prevent CLAIM LOSSES.

Write for samples and prices.

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617 Railway Exchange Bldg. CHICAGO, ILL.



BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.

Car Order Blanks

FORM 222 C. O.

So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

Grain Dealers Journal,

315 So. La Salle St.
CHICAGO, ILL.

Gerber Spouting Has No Equal

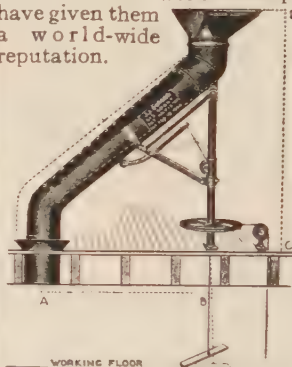


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., CHICAGO, ILL.

HALL SPECIAL (Elevator Leg)

Doubles the capacity.
No choking belts.

One-tenth the labor.
No danger of fires.

No mixing grain.
They last forever.

Marvels of simplicity. Sent on trial.

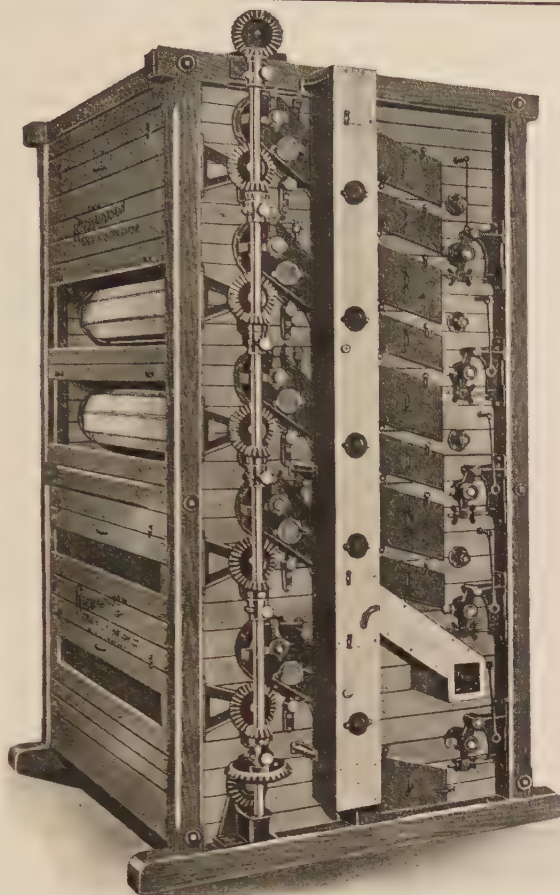


A country elevator in a small hamlet;
The Terminal elevator at the Metropolis;
A granary on the farm;
The Houses of a line company;

These and thousands of others, large and small, all over the grain growing world, rich and poor, have bought the HALL SIGNALING GRAIN DISTRIBUTOR.

Were you a millionaire, or so poor that you could not pay the price without borrowing, you could not afford to be without it.

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska



The Richardson New Type Wheat and Oat Separator THE PERFECTED MACHINE

is different from every other. Not only in construction but in service rendered. Its many new and valuable improvements place it in a class by itself.

We are not the only ones that say it is the best on the market, read this letter:

FARMERS ELEVATOR CO.
HAMBERG, NO. DAKOTA

Richardson Grain Separator Co.,
15th Ave. S. E. and Winter St.,
Minneapolis, Minn.

Oct. 15, '15.

Gentlemen:-

We received the No. 5-36" Richardson Wheat and Oat Separator about two weeks ago, and we will state that it is the BEST investment that this Company ever made. This machine makes a complete and perfect separation of Oats from Wheat. And the Separator has already paid for itself since it has been in operation.

Yours truly,

FARMERS ELEVATOR CO.

By J. B. Larson.

What better recommendation could be had for a machine? And this is only one letter. We can furnish you with hundreds of such letters from satisfied users. Send for them and for our catalog.

Richardson Grain Separator Co.

15th Ave. S. E. and Winter St.

Minneapolis

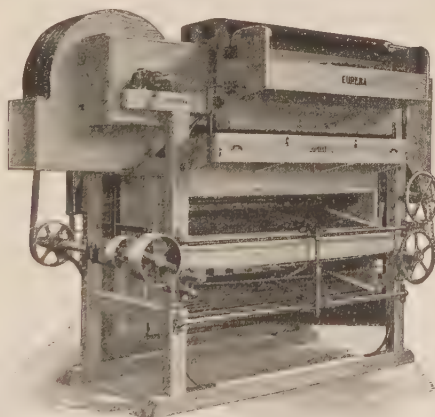
Minnesota

WILD OATS PLAGUE

Never in the memory of the oldest grain dealers was there so many wild oats in wheat as there is in the 1915 crop.
LET US TELL YOU HOW TO GET RID OF THEM

The Spaulding Elev. Co.
says:

"We were able to clean grain which originally had 6 lbs. of wild oats to each bushel, down to one pound in one operation."



A Minnesota Manager
writes:

"On a test run this afternoon we took wheat with 17 lbs. dockage and reduced it to 3½ lbs. dockage. Capacity 1050 bushels per hour."

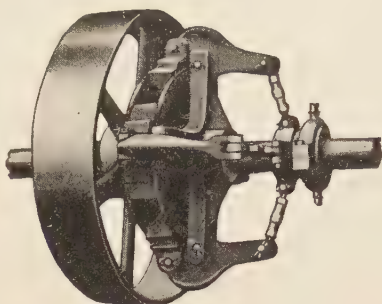
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Kansas City, Mo.
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ledo, Ohio
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SAVING MONEY

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

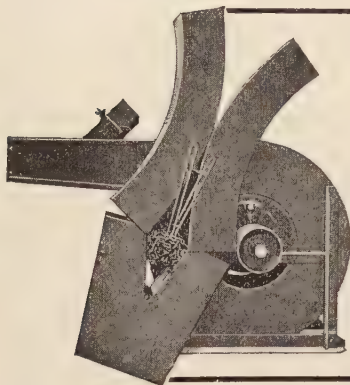
Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

Decatur Foundry, Furnace & Machine Co.

Dept. D.

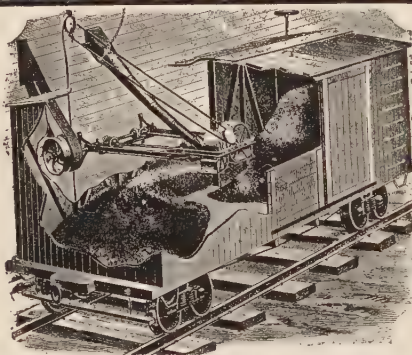
DECATUR, INDIANA



LOADS COBS TOO

This Boss Air Blast Car Loader not only affords the most efficient means for loading grain without any shoveling whatever, but you can also LOAD COBS. Just a few cents for power and your cobs are quickly loaded without any shoveling. And what you get for your car of cobs at your elevator is nearly all velvet, not to speak of being able to get the cobs out of the way. It will certainly pay you to get the facts. Drop us a line.

MAROA MFG. CO., Dept. G, Maroa, Ill.



IT CLEANS THE GRAIN

It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

CHAMPION CAR LOADER

will do all we claim for it. It is made of steel and stands weather exposure. Write to-day for particulars and price.

E. BAUDER, Manufacturer, STERLING, ILL.

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic

CAR LOADER

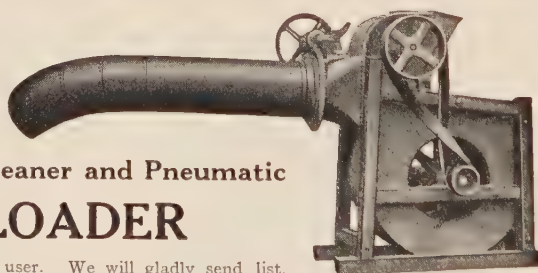
become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for you to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



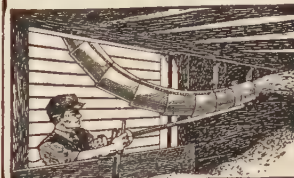
Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels and pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, 126 Salle Street, CHICAGO, ILL.

A Wonderful Investment for an Elevator The ENGLEHART FLEXIBLE SPOUT HOLDER and CAR LOADER

Saves dockage, time, labor, health and money. Hundreds now in use in 20 states.

Lowest prices on Flexible Spouting, Car Liners, Grain Testers, Richardson Separator and Cleaners, Corn Sieves, Perfection Portable Metal Grain Bins, Electric Motors for Power and Light, Belting Cups and all supplies.



Write for our new catalog.
L. E. TAYLOR & CO.
316 Flour Exchange
Minneapolis, Minn.

THE AUTOMATIC DUMP CONTROLLER USED EVERYWHERE



"I am little,
But I'm mighty."

Says the little Dump Control,

"And the Farmers they all like me,

'Cause I come at beck and call.

'Tis true, in size, I'm but a babe.

But in strength 'tis hard to say.

For when I am once installed

I have really come to stay.

Loads and loads are thrust upon me.

And my work seems never done.

But I smile the smile that won't come off.

And say, 'Tis a pleasing lot of fun."

Circulars on request.

Write today, do not delay.

L. J. McMILLIN

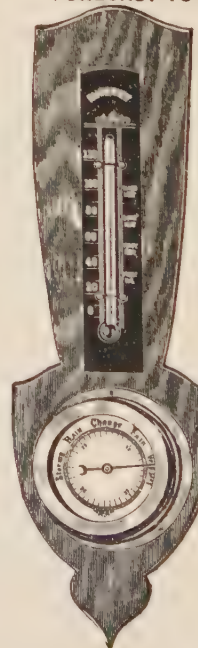
523 Board of Trade Bldg.

Indianapolis

Indiana

PRIVATE WEATHER BUREAU

FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER
WEATHEROMETER
HOURS IN ADVANCE

Ideal for Summer Homes and Cottages, Automobileists and Travelers.

Formerly sold at \$3.00

NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

**GERMANIA
INSTRUMENT CO.**
Dept. 50, 618 Mallers
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GRAIN ELEVATOR BUILDERS

G. H. Birchard
Contractor for Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

FRANK KAUCHER & SON

Contractors Mills and Elevators
Wood and Concrete

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B

When Better
Elevators are
built, Burrell
will build them

Ask those who have them

Over 600 in use today.

**Burrell Engineering &
Construction Company**

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Box No. 615 Salt Lake City, Utah

THE

**STEPHENS
Engineering Company**

Designers and Builders

GRAIN ELEVATORS

Monadnock Bldg., Chicago

If Your Business

isn't worth advertising
advertise it for sale.

R U

going to build or remodel? If so, write,

D. F. HOAG & CO.

Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES

202-4 Corn Exchange, Minneapolis, Minn.

Record of Cars Shipped

FORM 385 is a book designed especially
for country shippers in keeping a com-
plete record of each car of grain shipped.
Reproduced herewith are the column
headings and rulings of both the right
and left hand pages.

Together with "Wagon Loads Received,"
it forms a very good set of books for a
country dealer.

The book contains 160 pages of linen ledg-
er paper, each 9½x12 inches, ruled 29 lines
to a page, so as to give the book spaces
for recording 2,320 car loads. It is well
bound in strong boards with leather back
and corners. Price, \$1.50.

Grain Dealers Journal

La Salle St. Chicago, Ill.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

C. E. BIRD & CO.

Grain Elevator Builders
Minneapolis, Minn.

BETTER ELEVATORS

ARE Being Built and
W. H. CRAMER is Building them
NORTH PLATTE, NEB.

W. S. MOORE
252 S. Col. Street
Frankfort
Ind.

EFFICIENT ERECTING CO.

Grain Elevators, Mill Work

Let Us Furnish You Plan

OUR EXPERIENCE IS MONEY TO YOU—WHY NOT HAVE IT?

GEO. H. CRAIG
335 Normal Park
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HICKOK CONSTRUCTION CO.

Contracting Engineers
for ELEVATORS

Fireproof Storage

Minneapolis, - - Minn.

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

"HAVE IBBERSON BUILD IT"

Write
For Our
New Booklet

T. E. IBBERSON
MINNEAPOLIS, MINN.

**A. F. ROBERTS
ERECTS**

FURNISHES

SABETHA, KANSAS

THE TEMPLE-WILLIAMS CO.

Designers and Builders
of Grain Elevators

Estimates furnished on application.

716 Hubbell Building
DES MOINES - - IOWA

B. J. CARRICO

1501 Commerce St., Ft. Worth, Texas

Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

SAATHOFF & AMACHER

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Write us for plans and estimates
PONTIAC ILLINOIS

L. J. McMILLIN

ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

S. P. Stewart & Son

Bowling Green, Ohio

Designers and Builders of

**Fire Proof Grain Elevators
and Drying Houses**

**Southwestern Engineering
Company**

Designers and Builders of

**Modern Fireproof Mills
and Grain Elevators**

Springfield, Missouri

R. M. Van Ness Construction Company

404-406 State Bank Bldg., Omaha, Neb.

Designers and Builders of


MODERN GRAIN ELEVATORS

Plans Submitted Correspondence Solicited
Branch Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

**NEWELL
CONSTRUCTION CO.**
CONTRACTORS, DESIGNERS
AND BUILDERS.

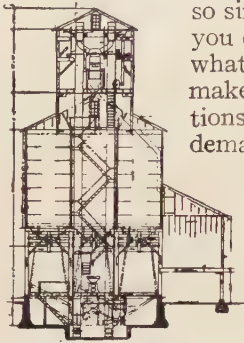
ALSO JOBBERS OF
**ELEVATOR AND
MILL SUPPLIES**

430-432
GRANBY BLDG.
CEDAR RAPIDS
IOWA



GRAIN ELEVATOR BUILDERS

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**
Board of Trade INDIANAPOLIS, IND.

YOU will FIND
? "BUILT by YOUNGLOVE" ?
on ALL MODERN ELEVATORS!
? WHY ?

Younglove Construction Co.
412 United Bank Building
SIOUX CITY, IOWA

Grain Elevators

of any size and any type

Designed and Built for



**Safety,
Economy,
Utility**

THE
**3 AMERICAS
CO.**

Builders of
Better
Elevators

122
S. Michigan Av.
CHICAGO



FREE

To interested parties in the South-
western Territory, this booklet
giving the complete costs of
Thirty-eight Country Elevators.

Mailed to other
parties on receipt
of 50c.

WHITE STAR CO.

BUILDERS
OF GOOD
ELEVATORS

Owners of
The Pelkey Construction Co.

Wichita, Kas.



YOUR BUSINESS

can be introduced to the progressive grain dealers of the
country under most favorable circumstances (and you will
be in good company) by the judicious use of space in the
GRAIN DEALERS JOURNAL, OF CHICAGO

Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAMS, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.





C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND



THE GIRARD POINT ELEVATOR
PHILADELPHIA, PA.

CAPACITY — 1,110,000 BUSHELS
The Most Rapid Handling Grain
Elevator in World. BUILT BY

JAMES STEWART & CO.
GRAIN ELEVATORS
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO
W. R. SINKS, Manager R. H. FOLWELL, Engineer



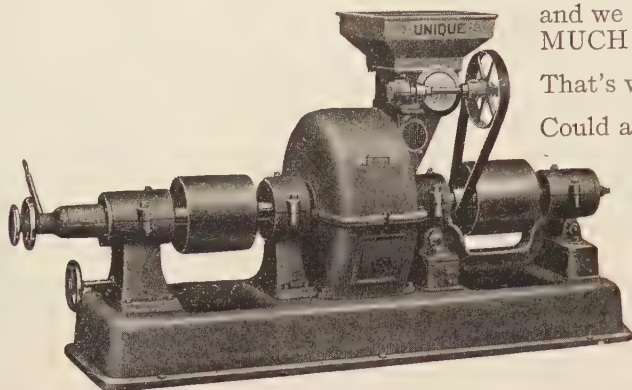
Connecting Terminal Elevator
1,000,000 Bushels Capacity
BUFFALO, N. Y.

Absolutely Fireproof—Electrically Driven

Built for
Connecting Terminal Railroad Co.
by

MONARCH ENGINEERING CO.
Chamber of Commerce Buffalo, N. Y.

"TOOK OUT A PERFECTLY GOOD PLAIN BEARING MILL to make room for your 20" UNIQUE Ball Bearing Attrition Mill



and we are not sorry we made the change, as we are saving MUCH POWER and have increased our capacity also."

That's what a buyer of a UNIQUE told us.

Could anything tell YOU better that it will pay you to throw out your plain bearing mill and install an up to the minute UNIQUE Ball Bearing Mill in its place.

It will SAVE you Power and do BETTER GRINDING.

Don't wait until you get 'round to it, get 'round to it TODAY.

Write nearest Office.

ROBINSON MFG. CO.,

Minneapolis, Minn.

Louisville, Ky.

E. Akron, Ohio

Main Office and Works: P.O.Box 411, MUNCY, PA.

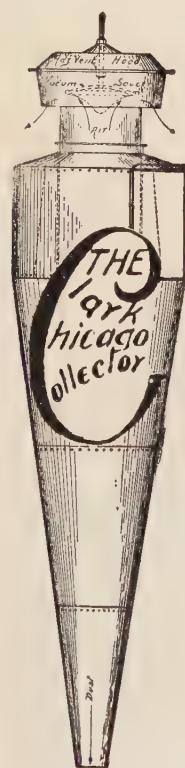
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Tulsa, Oklahoma

Boston, Mass.

Salisbury, N. C.

Improve Your Dust Conditions



**Reduce Fire
Hazards and
Explosions**

**Clark's All
Metal Dust
Collectors
Will Do it**

**Highest Ef-
ficiency**

**Reasonable
in Price**

**Occupies
small space**

**Adjustable
and Control-
lable**

**For Full
Particulars
Write**

CLARK DUST COLLECTING CO.
Fisher Bldg. Chicago, Ill.



THE ONLY SANE, SAFE THING

**to do is to install an All Metal
Fire Proof**

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan

SHEET METAL SPECIALISTS

NOW is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

WE MANUFACTURE

DUST COLLECTORS

GRAIN SPOUTING

BLOW PIPING

STEEL ELEVATOR LEGS

CONVEYORS

MILL and ELEVATOR WORK

No job too large for us to handle, the small ones receive the same attention. Get our figures before placing your order. All work guaranteed.

MINNEAPOLIS SHEET METAL WORKS
1528 Washington Ave., No., Minneapolis, Minn.

We are Agents for All Makes of Fans

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

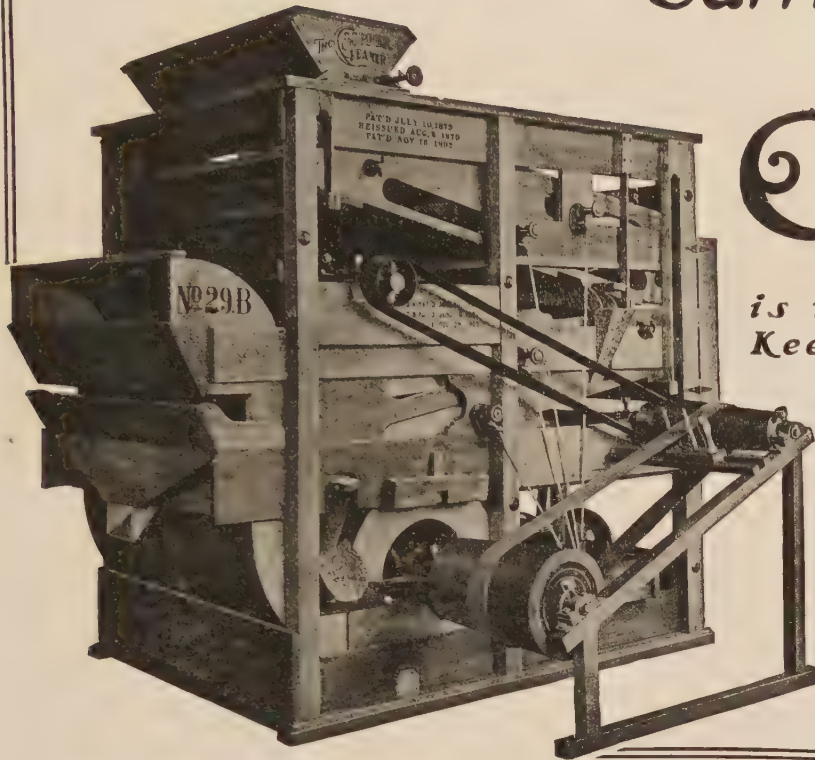
WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal,

La Salle St., Chicago

The Roller Bearing Traveling Brush Carrier Used on the



CLIPPER CLEANER

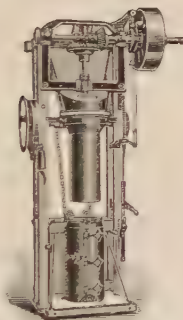
*is the only device that
Keeps the Screens Clean*

The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

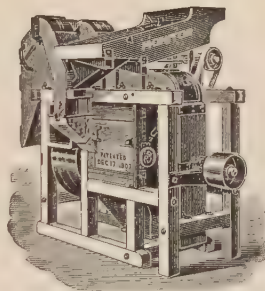
A. T. FERRELL & CO.
SAGINAW, W. S., MICH.



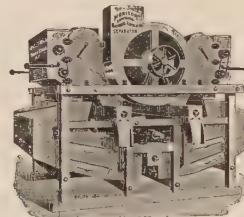
**DUST
COLLECTORS**



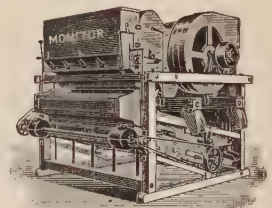
PACKERS



CLIPPERS



ASPIRATORS



SEPARATORS

Monitor

America's Best

**Back of them a 30 day trial offer
that protects you**

As our Catalog No. 45 explains, we set any of these five, or any one of the hundred and thirty-five other styles of machines we build, in on your floors for a 30 days trial—the "Monitor" you will buy of us will be, **must be** in fact, as good a machine at work on your floors as it is in our catalog and if you see the catalog we are confident you will want a "Monitor."

HUNTLEY MFG. CO., Silver Creek, N. Y.

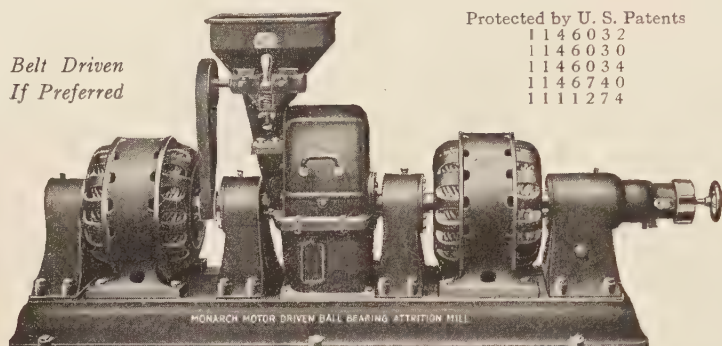
Success and Prosperity are Closely Related

And the secret of success is no secret. To become successful—become efficient; to become more successful—become more efficient.

This applies to everything—including Feed Grinding—in which you can become efficient—or more efficient—by employing

The MONARCH BALL-BEARING ATTRITION MILL

Belt Driven
If Preferred



Protected by U. S. Patents

1146032
1146030
1146034
1146740
1111274

Prosperity follows the use of the Monarch because it saves and earns.

It saves power and lubricant, avoids delays and prevents expense for repairs and adjustments.

It earns through rapid and uniform work, through the attraction of trade and the capacity to hold it.

Catalog D-No. 115 tells how and why. Get your copy—for success and prosperity.

Mill
Builders

Sprout, Waldron & Company

Milling
Engineers

Main Office and Works

Muncy, Pa.

P. O. Box No. 26

Chicago Office: No. 9 S. Clinton St.

Gilman L. Leist

ACCOUNTANT and AUDITOR

630 Security Bldg.
MINNEAPOLIS, MINN

*Correspondence from Grain Firms
Solicited.*

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1 75. Address,

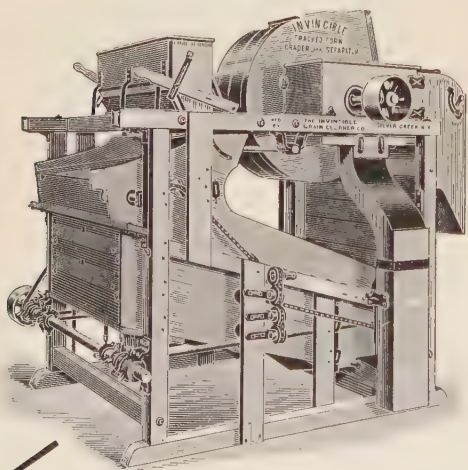
GRAIN DEALERS JOURNAL,

La Salle Street, Chicago, Ill.

**Give Your Ad a Chance to
MAKE GOOD**

Run it in the
GRAIN DEALERS JOURNAL

**Figure the amount of advertising
carried—Can you doubt our ability to Produce Results**



Just Shipped a Number Ten to
UNION GRAIN & COAL CO.
Anderson, - - Indiana

DRY OR MOIST CORN

is handled equally satisfactorily when you use the

Invincible Cracked Corn Separator and Grader

Because the amount of moisture in corn varies, each machine is given a wide range of capacity. And it will grade corn in perfectly uniform sizes, cleaned from every speck of dust, meal and hulls.

In one operation this machine produces three faultless grades of stock of distinct size, removes all uncracked or large kernels, and separates and delivers all of the fine corn meal.

That gives you every part of the product in the most salable condition and assures you top prices!

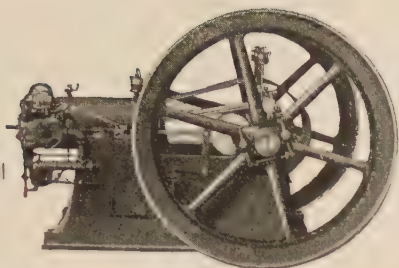
Each machine is equipped with large capacity ring oiling shaft boxes and self-oiling eccentric boxes, so they require next to no attention.

Write for particulars and prices.

INVINCIBLE GRAIN CLEANER CO., Dept. 4, Silver Creek, N. Y.

REPRESENTATIVES

Chicago, Ill. 1041 Webster Bldg., F. H. Morley, Jr.
Cleveland, Tenn. 2310 Church St., J. H. Bates.
Indianapolis, Ind. Board of Trade, C. L. Hogle.
Kansas City, Mo. 234 Exchange Bldg., F. J. Murphy.
Minneapolis, Minn., and Winnipeg, Man., Strong-Scott Mfg Co.
Philadelphia, Pa. 25 S. 61st St., C. Wilkinson.
Toledo, Ohio, Jefferson House, Chas. H. Sterling.
San Francisco, Cal., 17th and Mississippi, W. King, Pacific Coast Rep.



CHARTER OIL ENGINES

Standard CHARTER shown above very suitable for elevator and milling work.

Built in right sizes—8, 10, 12, 16, 20 H. P. Will operate on kerosene, distillate, gasoline, gas.

The CHARTER type "R" is built in—20, 25, 30, 35, 45, 50, 60, 70, 80 H. P. sizes.

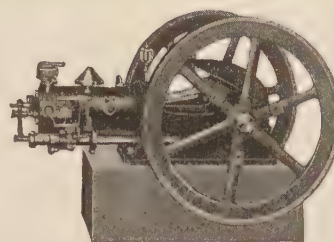
Catalogues sent on request.

Send us your specifications.

CHARTER GAS ENGINE CO.

Incorporated 1871

60-80 Wallace Street, STERLING, ILL. U. S. A.



The rhythmic running of the engine places on the power plant the stamp of efficiency. Very little noise is apparent. The exhaust is clean and regular.

OTTO Engines show these qualities after years of operation, and their economical fuel consumption is practically unaffected by long service.

These time-proven characteristics, coupled with an established minimum cost for maintenance, have been the chief factors in deciding the sales of more than 100,000 OTTO engines.

Engine sizes up to 50 horse power in stock; larger engines can be furnished promptly. We would appreciate an opportunity to show you, personally, the full worth of the OTTO product, as it affects your business.

The Otto Gas Engine Works

15 & 17 So. Clinton Street, Chicago
Main Office & Works, Philadelphia

OTTO Gas and Gasoline ENGINES

GENUINE CRUDE AND FUEL OIL ENGINES

Operates successfully on cheapest fuel oil. Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 20 First St.

Kennedy Car Liners

The Only
Positive Preventive

- of -

Leakages in Transit

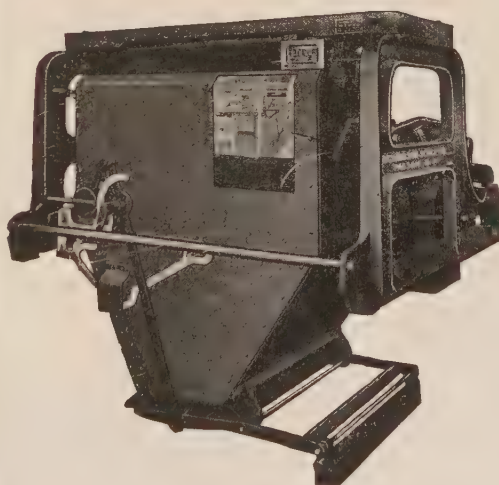
MADE BY

THE KENNEDY CAR LINER
& BAG COMPANY

SHELBYVILLE, IND.

It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

HAVE YOU ANY IDEA



of the amount of thought and work put into a real first class Automatic Scale such as THE RICHARDSON?

For over twenty years expert brainy scalemen have been building this scale—just to suit conditions in your elevator.

Look at it today — THE STANDARD AUTOMATIC SCALE OF AMERICA.—Why is it the standard? Because, it is the simplest and most accurate scale on earth—it has the fewest parts, it is foolproof, it is chokeproof and will handle both cleaned and uncleaned grain with equal results.

The result is that there are nearly 20,000 RICHARDSONS in operation today. One company has installed 70 of them—another company has 40 in daily operation.—quite a number have purchased lots of 20 Richardson scales.

ASK FOR A LIST

RICHARDSON SCALE COMPANY

532 State Bank Bldg.
Omaha, Neb.

1909 Republic Bldg.
Chicago

147 North Emporia Ave.
Wichita, Kan.

413 South 3rd Street
Minneapolis

Box 282
Memphis, Tenn.

Atlanta, Ga.

Buffalo N. Y.

Factory, Passaic, N. J.

MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolute even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

The Strong-Scott Mfg. Co., Minneapolis, Minn.

A Car-Mover that Stands the Test NEW BADGER

**FREE
For 30 Days**



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

Weevil Killed

Elevators, mills and warehouses can quickly be relieved of this pest by using

TAYLOR'S FUMA

which is manufactured especially for killing all insects infesting grain and grain handling plants. Send for the experience of others and particulars relative to remedy's application.

Price 10 cents per pound

EDWARD R. TAYLOR

Manufacturing Chemist **PENN YAN, N. Y.**

**You Ought
To Know**

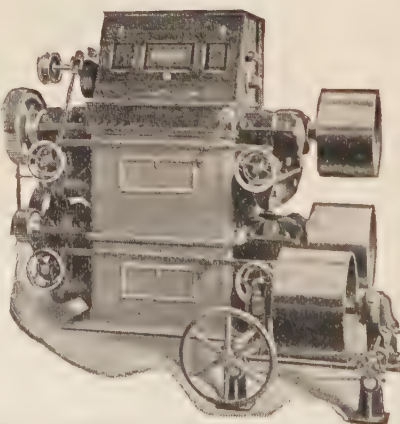
WOLF FEED ROLLER MILLS



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

**THE WOLF COMPANY
CHAMBERSBURG, PA.**



Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

BOWSHER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running.** 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

**The N. P. BOWSHER CO.
South Bend, Ind.**



Humphrey

Endless Belt

Employee's Elevator



enables the men to do better, and they make the mill do better.

HOW

by affording them the means for going the rounds of all the floors without the weariness due to stair-climbing. Begins repaying its cost as soon as installed.

Nutting Truck Co.

**Sole Manufacturers
FARIBAULT, MINN.**

Also manufacturers of complete line of Floor Trucks

The Van Ness Safety Roller Bearing Manlift

Rebuilt for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company
404-406 State Bank Bldg.,
OMAHA, NEB.**

**Branch Offices at
Fairbury, Neb. and Lincoln, Neb.**



Sure Death to Rats

BY USING OUR

"RAT SWAT"

Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

**S. O. S. CHEMICAL CO.
1509 Walnut St., Kansas City, Mo.**

BLEACHER OPERATORS

DO YOU EXPERIENCE ANY TROUBLE WITH THE BELT YOU ARE USING IN YOUR BLEACHER? IF SO, IT WILL BE WORTH YOUR WHILE TO INVESTIGATE OUR

ANTISULPHO BELTING

A SPECIAL BELT FOR BLEACHERY SERVICE
WITH SEVEN YEARS' EXPERIENCE BACK OF IT

IMPERIAL BELTING CO.

MANUFACTURERS OF REXALL DOUBLE STITCHED BELTING

General Offices and Factory
LINCOLN and KINZIE STREETS

CHICAGO

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

There is a difference
between simply a belt, and a belt plus a big
reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

ELEVATOR MACHINERY

GRAIN DRYERS—*All sizes*, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

ORDER FORM 43. PRICE, \$2.00

GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

Eight NEBRASKA Elevators FOR SALE

Located at

Vista
Randolph
Winside
Wayne
Hoskins
Hubbard
Carroll
Osmond

Ranging in capacity from fifteen to twenty thousand bushels. All in fairly good condition.

For particulars as to prices and terms, write

J. C. EMMITT, Trustee

P. B. Mann-Anchor Company

424 Flour Exchange Minneapolis, Minn.

This 5 Line Want Ad Sold the Elevator—Read the Letter

D. Milligan Company

D. MILLIGAN
F. W. MILLIGAN
F. D. MILLIGAN
E. A. MILLIGAN

DEALERS IN
LUMBER, GRAIN, COAL, LIME AND CEMENT

BRANCHES ON
C. & N. W. RY
C. M. & ST. P. RY
M. & ST. L. RY
IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

D. Milligan Co.

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred, Box 7, Grain Dealers Journal, Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—Only elevator at good station. J. Jacobson, Formosa, Kans.

EASTERN OKLAHOMA—Two elevators, good locations. Address Member, Box 9, Grain Dealers Journal, Chicago, Ill.

NORTH EAST KANSAS—Only elevator at good station, for sale. Address Only, Box 9, Grain Dealers Journal, Chicago.

FOR SALE TO SETTLE AN ESTATE. An elevator and flour mill. Good location. Would sell mill separate from elevator. Address W. A. Knapp, Greenwich, O.

TWO ELEVATORS for sale; within 100 miles of Chicago, in town of 1,500. Station handles 500,000 bus. annually. One competitor; can ship on two roads. James M. Maguire, Campus, Ill.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

OKLAHOMA—One good elevator located well. 15,000-bu. storage. Owner wants to sell and will sell at right price. For particulars address XXX, Box 6, Grain Dealers Journal, Chicago, Ill.

ILLINOIS Modern Elevator handles 200,000 bu. grain; good coal trade; a mighty good proposition; good town. Address Cost, Box 8, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO grain elevator in a good, live, hustling town, two railroads. Owner has good reasons for selling. Will consider trade for farm. Price \$6,000.00. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA—For Sale—Three elevators on the Great Northern Railway. About 140,000 bu. a year average. In the most fertile part of South Dakota. Address Box 454 Sioux City, Iowa, for particulars.

NORTH DAKOTA elevator for sale, located on N. P. line in central North Dakota. New plant; good country. Other business compels us to sell. For particulars address Other, Box 6, Grain Dealers Journal, Chicago.

KANSAS 20,000-bu. elevator, grain, feed, implement and coal business. Equipped with Fairbanks Engine, cleaner, smutter, Roller feed grinder, and Fairbanks wagon and hopper scales. Will sell at a bargain. Good grain section. Address Elm, Box 9, Grain Dealers Journal, Chicago.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hoppers bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS FOR SALE.

20,000 bushel elevator, hog and agricultural implement business for sale. Inquire of C. H. O'Neill, Independence, Iowa.

FOR SALE—Eight grain elevators situated in Nebraska. See advertisement P. B. Mann-Anchor Co., on opposite page.

KANSAS—Elevator, coal and feed business for sale. Address Kansas, Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Grain Elevator in Western Minnesota, 25,000 cap., perfect condition, good station. Independent Grain Co., 100 Corn Exchange, Minneapolis, Minn.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

NORTHEAST NEBRASKA elevator for sale. Capacity 40,000. Fully equipped. Good farming country, good outlet. For particulars write Oakdale Grain Co., Oakdale, Neb.

CENTRAL INDIANA 6,000 bus. elevator and coal yard for sale. Motor power. Practically new. In fine condition and doing a fine business. A bargain if taken at once. Address H. & S., Box 8, Grain Dealers Journal, Chicago, Ill.

OHIO MONEY MAKER for sale. Fine country elevator in best corn and oat point of state. On two railroads. Large storage, latest improvements. Operated by electricity. Big bargain, easy terms. Address Oak, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded house, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

ELEVATOR FOR SALE, in town of 600, within eighty miles of Chicago. Station handles annually over 500,000 bus. Farmer Co. competitor. This plant is owned by a non-resident and can be bought very reasonable. Address James M. Maguire, Campus, Illinois.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—10,000 bus. capacity. Can handle 100,000 bus. per year. Gasoline engine. Black farm land, substantial community. Buildings 4 years old; 2 acres of land on Finley Branch C. H. & D. R. R., also ½ acre with residence. Good reason for selling. N. R. Spaulding, Monroeville, Ind. R. 1.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

ELEVATORS FOR SALE.

NORTHEAST KANSAS 20,000 bu. elevator for sale. For particulars address James, Box 8, Grain Dealers Journal, Chicago.

OHIO Elevator and 1¼ acres of ground in Ansonia, Darke County, Ohio, for sale; capacity 35,000 bushels; located on Big Four Railway, in a very rich country, and a large territory to draw from. For further particulars, call on or address Hamilton Brothers, Agents, Bellefontaine, Ohio.

ELEVATORS FOR LEASE.

WANTED to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANT good grain business in North Dakota in exchange for first class land in same state. For further particulars of land, send full description of business to AB, Box 9, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

MILLS FOR SALE.

FOR SALE—Flour mill and light plant in Co. Seat in Southern S. D. Address Bee, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—Well located 25 barrel roller mill, water power, valuable water right. R. O. Hafer, Chambersburg, Pa.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

TO SETTLE an estate, up-to-date elev. and flour mill in N. W. Ohio. Good grain country, stone roads, no mill nearer than 9 mi. A Bonanza. Investigation invited. J. L. Keener, Weston, O.

FOR SALE or exch. 65-bbl. flour mill in connection with 25,000 bu. elevator, on spur track, together with house, barn and 2 A. land. Everything first class condition; best wheat growing section Western Canada. Original cost \$24,000. Will sacrifice at \$13,000. Am reservist and must go to front. H. Isola, Markinch, Sask., Can.

NEW YORK—Flour and feed mill of 30 brl. capacity, rye or buckwheat; 3 run stones; 2 for flour and one for feed. Never failing stream, 12 ft. head, good log dam. On the Central New England Ry. freight depot on mill property. Property contains 3 acres of ground, very good house, mill building, barn, coal shed, wagon scales, etc., all in excellent condition. Henry Buerman, Gallatinville, N. Y.

KANSAS—First-class 175-bbl. flour mill, 4,000-bu. cribbed elevator in Sumner County, Kansas, wheat belt. Mill cost \$35,000. Clear of all incumbrances. The only mill in town. Same is on private land with switch and track scales. Fifteen thousand (\$15,000.00) dollars will buy this entire plant if taken quick. A bargain in a mill and elevator. Address A. M. Brandt & Sons, Severy, Kansas.

SITUATIONS WANTED.

WANTED POSITION in Grain Elevator as second man. Can furnish good references. Address J. B. Dawson, Gifford, Ill.

WANTED POSITION as manager country elevator. Fifteen years' experience here for grain company. O. L. Brining, Le Roy, Illinois.

POSITION WANTED as traveling salesman to sell Dairy and Poultry Feed. Also familiar with Seed business. Address Ad., Box 8, Grain Dealers Journal, Chicago.

SITUATION WANTED by man 38 years old, eleven years in grain business. Can go to work on short notice at reasonable salary. Married. References. Address Wal, Box 4, Grain Dealers Journal, Chicago.

WANTED POSITION as manager for line company elevator or will take interest in and manage going business, Ind. or Ill. Years of practical experience and good reference. Address Geo., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain firm. For references address my present employers, The Garman Grain Company, Delphos, Ohio. Sale of their elevator leaves me open for position. George H. White, Ora, Ind.

AM 25 years of age, good bookkeeper and accountant, also operate typewriter. Want to start in grain business, office work, city or country. Wages reasonable. Give me a trial. Address Main, Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED as bookkeeper, salesman or grain buyer, 30 years, 10 years' experience. Good judge grain and hay. Satisfactory references. Address Vil, Box 9, Grain Dealers Journal, Chicago.

I DESIRE a position as flour salesman, salary arrangement; four years experience large spring wheat mill. 30 years old, married, sober, good reference as to ability; can start immediately. Address Box 222, Morocco, Ind.

YOUNG MAN wants position in grain or feed business or grain elevator. No boozing. Can manage small plant or will work as second man. I have experience; best of references. Address Lincoln, Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED as manager of elevator, 21 years in grain line, duly posted in buying and selling; good bookkeeper and fully understand business. Address WB, Box 9, Grain Dealers Journal, Chicago.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle coal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of Elevator; 20 years' experience in Elevator and Milling business. Can furnish best of references as to character and ability. Address E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED a Position as flour salesman. Have been connected with the grain and flour trade for over ten years. Small salary until I prove my worth. I know flour. Address North, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED position as Supt. of Terminal elevator, or solicitor for good grain commission firm. Have had 13 years' experience in grain business and can furnish references. Address Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, All references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

HELP WANTED.

WANTED exp. Manager for Strawns Crossing Farmers Elvtr. Co. Married man. E. O. Green, R. 3, Jacksonville, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

EXPERIENCED and competent grain and hay man to buy half interest and manage three elevators near Portland, Ind. J. R. Stafford, Cincinnati, Ohio.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

AGENTS WANTED.

AGENTS WANTED—SALESMEN calling on elevator firms to handle our products. "Rat Swat" in particular.

S. O. S. CHEMICAL CO.,
1509 Walnut St. Kansas City, Mo.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

FERRETS.

ARE YOU bothered with rats? We have Ferrets For Sale. Write for catalogue. Glendale Ferret Co., Wellington, O.

FERRETS FOR SALE—Exterminate your rats at small cost. Catalogue and price list free. C. H. Keefer & Co., Greenwich, O.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR EXCHANGE, 700 acres stock and grain farm in Central New York, close to Borden's Condensing Plant, shipping and mill station. Sandy and gravelly loam; good orchard; 200 A. wire fenced. Basement, barns, silo, running water in barns and house. Exchange for feed mill and elevator. Consider an interest in mill and elevator. Write full particulars first letter. Vicinity Toledo, Buffalo, or Rochester preferred. No agents. Farm, Box 9, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

1—80 ton 42 in. Fairbanks Refitted Railroad Scales with 18 in. I beams. \$250.00 f. o. b. St. Louis, for immediate order. Howe Scale Co., St. Louis, Mo.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SAFE FOR SALE.

NEW AND SECOND HAND Hall's safes at right prices. Write today. Howe Scale Co., St. Louis, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

OAT CLEANER WANTED.

WANTED—Good second hand oat clipper. Must be in good shape and cheap. State make, size, price and length of time it has been used. Chatterton & Son, Mt. Pleasant, Mich.

WANTED—Good as new, second hand 400-500 bu. per hour capacity combined oat clipper and cleaner of any standard make. Give bottom cash prices. Address H. M., Box 8, Grain Dealers Journal, Chicago.

DAMP CORN WANTED.

WANTED 100 cars new corn to dry in transit. The Wadsworth Feed Co., Warren, O.

What have you?**FOR SALE**

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

MACHINES FOR SALE.

ONE "BOSS CAR LOADER," cheap, good as new. Address J. C. Beattie & Son, Elwood, Ill.

FOR SALE—King Buck Horn Machine in good condition at a bargain. Address C. C. Norton's Sons, Greenfield, Ohio.

FEED ROLL, second hand, N. & M. make, sell cheap. O. Gandy & Co., So. Whitley, Ind.

RICHARDSON Corn Chop, cost \$250.00, sell half price. Howe Scale Co., St. Louis, Mo.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

ONE COMPLETE outfit of 8 pair 6x12 Concentrated roller mill with bolters, same principal as Midget Marvel, runs with light power; 1 No. 1 Victor Corn Sheller and Cleaner; 1 Eureka special close scouring machine; 1 shaker screen 22"x38". Numerous pulleys and shafting. F. M. Peters, Flowerfield, Mich.

FOR SALE.

1—Double stand 9x30 Case Roll with feeder.
1—No. 4 Invincible Horizontal Oat Clipper.
1—No. 5 Eureka Rolling Screen.
1—No. 2 Invincible Receiving Separator.
THE ARKANSAS CITY MILLING COMPANY, Arkansas City, Kansas.

FOR SALE—Two 36 in. Scientific attrition mills, three Scientific pneumatic separators, one No. 2 and one No. 39 Clipper seed cleaners and miscellaneous rubber belting, chain attachment links, screw conveyor, etc.; also baling and piling equipment, dust collector, one 15-h. p. and one 125-h. p. steam engines. Write to St. Paul Twine Co., St. Paul, Minn.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery.
Chicago, Illinois.

MACHINES FOR SALE.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Can save and make money for you.
Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr. etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

MACHINES WANTED.

EUREKA or Monitor cleaner, 500 to 700 bus. Mellor Grain Co., Almena, Kan.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

DYNAMOS—MOTORS

BIG BARGAINS in all sizes of slightly used guaranteed A. C. & D. C. motors, generators, etc. We also have a number of high grade gas or gasoline engines at low prices. Write us for prices.

QUEEN CITY ELECTRIC CO.
1716 W. Adams St. Chicago, Ill.

7½ H.P. Westinghouse A. C. 3 phase.
10 H.P. Western Electric A. C. 3 phase.
15 H.P. General Electric A. C. 3 phase.
20 H.P. Fairbanks-Morse A. C. 3 phase.
25 H.P. Westinghouse A. C. 3 phase.
Write for prices. All motors guaranteed and sent on approval to responsible parties. Northwestern Electric Co., 611 W. Adams St., Chicago, Ill.

WANTED.

WANTED—20 and 50-h. p. 220 volt., 60 cycle, 3 phase alternating current motors, 900-1200 r. p. m. Electric Supply & Machinery Co., 527 W. Van Buren St., Chicago.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

ENGINES FOR SALE.

FOR SALE cheap, 18 h. p. gaso. engine. J. T. McCarthy, R. 4, Waukesha, Wis.

FOR SALE—11 H. P. Foos gasoline engine. Bargain. H.L.Baker, Cambridge, Mass.

FOR SALE—Cheap 1 35 h.p. gasoline engine, practically new. L. T. Bailes, R. 3 Trice Bldg., Longview, Tex.

FOR SALE—20 Horse Power Lambert Gas or Gasoline Engine. Communicate with Richards & Lawson, Shelbyville, Ind.

FOR SALE—5 h.p. Du Bois Gasoline Engine; 4 h.p. and 6 h.p. St. Mary's Oil Engine. New. Never been used. Special bargain. Standard Co., 1341-45 Wabash avenue, Chicago.

GASOLINE engine for sale, 20 h. p. Fairbanks Engine, first class order; 1912 make. Burns Solar Oil, Naphtha, Gasoline or mixtures of these. Also gas with attachment for same. Bargain for someone at \$500, f. o. b. cars at this point. Cost new \$1,150. L. P. Dale, Bangs, Texas.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES, BOILERS.

STEAM engine 10-h. p. ver. A No. 1 shape; price right. O. Gandy & Co., So. Whitley, Ind.

FOR SALE.

1 Tubular Boiler with 50-3 in. tubes, 48"x14'.
1 Burnham Steam Pump for 100 H. P. Boiler.
1 Exhaust Steam Heater, Valves and Connection.
1-9x16 plain slide, self contained Brownell engine.
50 ft. 28 inch 12 guage steel stack and wire guyes.

The engine was recently re-bored and is a fine running machine. The boiler is in fine condition, never having been scaled. This entire outfit for sale cheap. Cash. Address all inquiries to Geo. F. Adams, Decatur, Mich.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity."

Profit and Loss

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

SCREENINGS WANTED.

SCREENINGS of all kinds; salvage and damaged grain; off grade grain; miscellaneous grain and seed products. Send samples. C. E. Dingwall Co., Milwaukee, Wis.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings, Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adlun Milling Co., Columbia, S. C.

GRAIN WANTED.

WANTED heavy, bright Montana oats and barley. Lewis Grain Co., Chamber of Commerce, Buffalo, N. Y.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send Samples.

C. T. HAMILTON, New Castle, Pa.

GRAIN FOR SALE.

GOOD solid white ear corn at 52c per bushel, F. O. B. Skelton, Gibson Co., Ind. Big 4 R. R. Lots of good seed corn in this. Wile Seed Co., Colfax, Ind.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

SEEDS WANTED.

SEEDS WANTED—Red clover, Alsike, Timothy, Alfalfa, etc. We are hqtrs. for high class seeds. Write us when you are in the market. Hyman & Levy, Lima, O.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

CLOVER SEED, red, mammoth, sweet, Alfalfa. Also timothy and soys.
O. M. SCOTT & SONS CO.,
200 Main St., Marysville, Ohio.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

Record Clover Prices?

With demonstrated shortage in central states and northwest already drained, light receipts are expected. Similar conditions produced record prices in former years. Will this season establish new record? For latest news bearing on the situation, read our Daily Letter, published in Toledo Daily Post. Sample copy on request.

SOUTHWORTH & CO., Second Nat'l Bank Bldg., TOLEDO, OHIO

SEEDS FOR SALE.

SUDAN grass seed. Special price on car lots. Also maize, kaffir and feterita. Weaver Bros., Lubbock, Tex.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

THE STANFORD-SEED CO.

BUFFALO, N. Y.

WE ARE BUYERS OF

TIMOTHY SEED

TRADE WITH US

When buying or selling

Red, Alsike and White Clover,
Alfalfa and Timothy Seed

also

Dried Peas.

L. TEWELES SEED COMPANY

Established 1865

Milwaukee,

Wisconsin



MILWAUKEE SEED COMPANY

THIS

is the place where Seed Orders, amounting to exactly

\$348,040.00

were shipped from August 1, 1915, to October 23, 1915

THIS

is the firm whose right prices, high quality seeds and business-like treatment of customers has brought it a steadily-increasing volume of business that during the last ten weeks has taxed even the capacity of its present commodious headquarters.

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 AND 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

"THE LIVE CLOVER HOUSE"



SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY and clovers a specialty.
J. B. Leveille, Eyota, Minn.

SEED CORN in ear by car loads. Special price this fall, 30,000 bus. Reids Yellow dent, Funks yellow dent, Boone Co. White and the best white corn ever grown. Early white eclipse. Address
WILE SEED CO., Colfax, Ind.

I AM Headquarters for Cane Seed, Japanese Honey Drip and Crookneck Ribbon Cane, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Sudan Grass, Alfalfa, Feterita, German Millet, Japanese and Pearl Millet, Fancy Red Rust Proof Oats, Spanish Peanuts, etc. Ask for samples and prices.

ROBERT NICHOLSON,
Wholesale Seeds, Dallas, Texas.

SEEDS FOR SALE.

RED CLOVER Seed for sale. AYE BROTHERS, Blair, Neb.

FOR SALE—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

FOR SALE—Choice Iowa grown timothy and clover seed. Samples on request. W. F. Harris, Williamsburg, Iowa.

WE HAVE a few cars of Sunflower Seed. If in the market, write for quotations and samples. Brown-DeField Grain Co., Charleston, Mo.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

THE ILLINOIS SEED CO.

CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids

RED CLOVER
ALFALFA

WARF RAPE

EXPORTERS and IMPORTERS

ASK FOR PRICES

44-46 Pearl St.
NEW YORK CITY

WHITE CLOVER

LSYKE

NATURAL GRASS

ENGLISH RYE

RED TOP

CRABBS REYNOLDS TAYLOR CO.
Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

NEW CROP

RED CLOVER
ALFALFA CLOVER
CRIMSON CLOVER
WHITE CLOVER
ALSIKE CLOVER
TIMOTHY AND
RAPE SEED

LOEWITH, LARSEN & CO.
NEW YORK

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

Mexican Pinto Beans
Millet Seed

Sweet Clover Seed
White Spring Wheat
Durum Wheat
COLORADO GROWN

Car Lots

Write or Wire

Colorado Elevator &
Grain Company
STERLING, COLO.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Stanford Seed Co., The, Seed merchants.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Lewis & Chambers, field seeds.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., impts.

PHILADELPHIA, PA.

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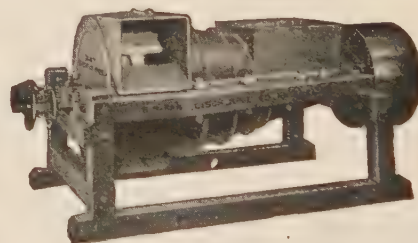
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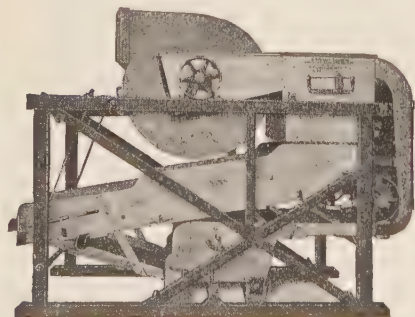


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KANSAS CITY, MO.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, NOVEMBER 10, 1915

KAFFIR CORN is aspiring to new recognition from the trade of the Southwest, with every prospect that it will soon be traded in for future delivery on the Kansas City Board of Trade.

COMPLAINTS from European importers of the bad condition of wheat of the 1915 crop received from the United States are bringing to light shipments which will not be possible when Federal grades and supervision are a reality.

INDIANA and some of the other states have laws providing specifically for the payment of demurrage by carriers who neglect or refuse to furnish cars, or make prompt delivery of cars after grain is loaded into them. With reciprocal demurrage laws rigidly enforced the shippers of states having them should be at a great advantage over shippers of adjoining states not protected by such laws.

THE SCARCITY of seed for the next corn crop is the basis of a vigorous campaign by the Crop Improvement Com'ite, Chicago, against rodents. Thru the united efforts of the elevator operators of a community much can be accomplished thru the use of ferrets, poisons and traps. As a bushel of seed corn next spring will be worth more to the dealer than a prosperous rat, the process of extermination should not be taken up in a half-hearted way. If eternal vigilance is practiced, and the action is concerted, success is assured.

GRAIN cars are becoming scarce, so shippers who are accustomed to selling grain for early delivery must bear in mind that buyers will expect deliveries whether cars are obtainable or not.

SHIPPERS PROMOTE their own interests by advising receivers promptly of full particulars regarding each car consigned to them. Ofttimes cars will be indefinitely delayed and demurrage accrue if the receiver is not advised of the shipment.

WRITTEN orders for cars leave no reasonable doubt in the mind of the station agent as to the actual needs of the elevator man, and where he has the receipt of the agent for the order in his car order book, it is an easy matter for him to prove the date on which he asked for cars. Written orders leave no room for misunderstandings or quibbling, and insure the would-be shipper prompt service.

A JUDGE in the district court at Bismarck, N. D., recently decided that the elevator site on a railroad right of way is NOT taxable because of the public character of the business conducted in the elevator, and the fact that the elevator is used as an aid in the transportation of grain. The case has been taken to the state supreme court and a vigorous fight will be made to secure a decision favorable to the elevators.

FOUR MONTHS is not a reasonable time limit for shippers to file claims against carriers or forever to waive their right of claim, and many shippers are forced to assume unjust losses for which carriers would not have thought of refusing to reimburse them, had claim been filed within the prescribed time. Accordingly it would seem to behoove shippers to file a claim on every shipment they make, with the view to amending their claim when returns have been received. If the claim is a just one it seems right that the carriers should pay it when presented within one year.

LAST YEAR'S successes in the grain business caused many sections this season to be overrun with dealers, according to southwestern reports. These reports predict that if crops are any criterion of profit or loss in the grain business the surplus dealers will be mighty anxious to quit before spring, and all that is necessary is a little time for the natural readjustment to take place. Meanwhile the regular dealer with established facilities, who stands by the trade thru thick and thin, suffers by the influx of those who intend merely to grab a handful of loose change and depart as suddenly as they entered. These fly-by-nights do the trade in which they are engaged a direct injury, and occasionally give a market or an elevator such a bad reputation that it does not recover for years.

WINTER WHEAT has begun to move in increasing quantity, and no doubt will move more freely during the balance of the year, as the grain is in better condition, and the farmers now have time to thresh.

WEEVIL is infesting the grain of so many different sections this season that heavy losses are sure to accrue from this cause, even tho all handlers immediately adopt means for exterminating the vermin. The warm weather of the last three weeks has done much to assist in the propagation of the pest.

THE MINIMUM weight on carload grain in Central Freight Ass'n territory will be raised unless the shippers put up a strong protest against it. The scarcity of cars and the railroads' desire for even greater earnings, will cause them to keep up their contention for larger loads. The theory of the traffic expert is the larger the unit the less the cost of moving, and the minimum desired on some of the eastern lines is limited only by the size of their tunnels and bridges.

ILLINOIS RAILROADS have asked the Public Utilities Commission for a general increase in freight rates of 5% and an even greater advance in passenger rates. The revenue thus obtained, amounting to more than \$15,000,000 annually, would give the participating carriers greater gross receipts than were obtained in their most prosperous years. The advance is entirely uncalled for and unnecessary, except perhaps by those carriers, the very life blood of which is being sapped by greedy promoters.

TRACK BUYERS who persist in wasting postage on firms long out of the grain business not only make trouble for the established dealers, but also reduce their chance of getting business from the dealers now in business at the station to which they continue to send market information. The news columns of the trade journals and the printed lists of the regular dealers make it an easy matter for disseminators of market information to correct their lists and confine their solicitations to men in business today.

ONLY TWO ACCIDENTS are reported in this number, but each snuffed out a life. The 8-year-old son of an elevator operator was killed while playing about the plant, and a workman, failing to use proper precautions, was suffocated under tons of grain. With all due respect for the firms which were so suddenly thrown into grief, the moral might be conveyed once again, that a grain elevator is not a proper playground for children. The operator who would be free from the burden and sorrow of casualties will inspect his elevator every few days, and remedy the hazardous features when found.

LEARNING the grain business by correspondence may seem easy to those who know nothing about the business, but one thing is quite certain, that those who do master the business thru this medium will not be able to obtain an \$1,800 job the first month, as the glowing prospectus might lead them to believe.

A GRAIN stacking campaign is being taken up by one of the large farm implement companies with a view to encouraging every country implement dealer to assist in inducing farmers to stack their grain as soon as cut, so as to eliminate the great loss now suffered by reason of small grain being left in the shock.

VALUABLE CO-OPERATION is shown by the "Leaking in Transit" dept of this number, ten leaky cars being reported. Note the numbers carefully, as one of them may have been loaded at your elevator, and reciprocate by being on the lookout for defective loaded cars, reporting them immediately to the Journal.

IOWA GRAIN dealers and farmers have adopted the slogan, "Travel on Gravel" in a campaign for better roads thruout the state. Iowa is not alone in its need for improved highways and the grain men of every other state, who are the victims of poor roads each winter, often for months at a time, can give the slogan a boost to advantage.

ANOTHER Mississippi River navigation project is being announced with the promise of a reduction in the present rail rate on grain and other freight to the Gulf of 25%. As these glad tidings are becoming more or less of an annual nature, the grain trade will not become as enthused over the latest scheme as it has in the past, even tho the last may be the best idea of all. The trade has been accustomed to the "Wolf" cry of men who claim they can navigate the river of deltas, and should insist upon something more concrete than the blueprint of a barge before offering co-operation.

THE SUPREME Court of Illinois recently decided that shippers have a right to seek relief from delay in providing cars by carriers, thru the state courts rather than thru the Public Utilities Commission or the Interstate Commerce Commission. It seems right and fair that shippers should have some assurance that the railroads will make an effort to supply the shipping facilities needed. If the business interests of grain shippers were always fairly protected by the railroad commissions then there would be no occasion for taking such matters into the courts, but in view of the fact that some decisions have been rendered which are directly at variance with the interests of shippers, the complainants will be glad to know that they still have the right of seeking relief in the courts.

EIGHTY YEARS in the grain business is the record of which Ropes Bros., Salem, Mass., feel justly proud. In a line of business where firms are constantly changing, the average life being considerably shorter than in other fields of endeavor, the New England concern, in celebrating its four score anniversary, has the congratulations of the entire trade.

MEDICINE LAKE, Montana, grain buyers are still bidding more for wheat than they can get for grain their track, but that does not matter, each is determined to teach the other fellow that he cannot have all the business. Naturally the grain growers are laughing heartily and enjoying the fight, but the buyers who supply the cash are glad the days are becoming shorter.

McLEAN COUNTY has celebrated the harvesting of a tremendous corn crop with a corn show at Bloomington, its central marketplace. Tho the first attempt at a show and corn palace on so large a scale the venture was judged a huge success by all who witnessed the spectacle. If the grain dealers of McLean County will co-operate with their farmers patrons, advising them in the matter of seed selection, testing for germination, treating for disease, etc., the palace next year can be made the greatest in the world. It is only fitting that the largest corn state in the Union should have the greatest corn show.

MOISTURE in new corn is causing the grain dealers of many sections considerable worry. At a meeting of northern Iowa dealers held at Ft. Dodge yesterday, different tests showed a moisture content of 18 to 50 per cent. All dealers present, as is shown by our report elsewhere in this number, were averse to buying or contracting for new corn until after the first of next month; in fact many insisted that the farmers should keep the damp corn at home until it is in a condition for safe shipment. If all buyers would pursue the same policy, fewer would suffer losses, because of hot shipments and heavy discounts.

PAID ORGANIZERS are working so many different grafts on the co-operative movement in some sections of the country, that the farmers must soon awake to their real impetus. At Athol, Kans., these paid promoters have even dared to solicit the support of stockholders in the Athol Co-Operative Grain Co., giving as their principal reason for seeking support that the Athol Company was making too much money out of its customers. It seems that solicitors can be hired to do almost anything for money, and the many different co-operative factions now fighting for the support of Kansas farmers are sure in the end to distract the growers by their many cross charges.

NOTWITHSTANDING several market letters and ourselves have credited the Buro of Crop Estimates of the Department of Agriculture with stating that "the winter wheat acreage is the largest ever sown" we are advised by the Chief of the Buro that it has not yet issued an estimate of fall sown wheat acreage this year. It is unfortunate that misinformation of this character is frequently circulated, not always for sinister purposes, but because of the hurry and rush of handling the day's business on 'Change. In view of this fact, the crop experts who claim a greatly reduced acreage of winter wheat are without opposition in their claim.

WATER BARRELS are not found at convenient points in as many elevators as an observant traveler would like to see, especially if he makes a practice of visiting the cupola of the elevators. One traveler was so deeply impressed by the precautions taken in the elevator of W. H. Mikesell at Rydal, Kans., that he wrote us "This man has water barrels on working floor covered with oil cloth, to reduce evaporation and keep out dust and mice." In other words, he is prepared to extinguish fires in their incipency, should one happen to occur in his elevator. As other men learn of the true advantages of providing fire fighting apparatus, more and better facilities for extinguishing fires will be provided in their elevators.

THE LACK of accurate weighing facilities in many country elevators and the absence of books for recording each draft sent to the car causes many receivers to doubt the claims of shippers for losses suffered in transit. One Iowa shipper was so persistent in his claims of loss that the Iowa receiver made a special trip to the country station to inspect the records. This shipper, when pressed to show his records by the visitor, took him to the cupola, where he usually recorded the weight on the woodwork. No books were used, and the number of the car in which the grain was loaded was not officially recorded on the same casement. The absence of any creditable method of keeping track of the amount of grain placed in a car deprives the shipper in this day and age of all right to claims for loss in transit. The facilities for weighing and recording weights of grain in terminal elevators place those weights above question, hence if shippers expect their weights of grain loaded into car to be accepted they must provide as reliable scales and dependable recording facilities as are to be found at destination. Members of the trade everywhere are adopting better facilities for handling grain, and more systematic methods for accounting, and those alone who do so can expect to have any definite knowledge of the risks or the profits of the business.

BUCKETSHOPS everywhere are finding it more and more difficult to obtain continuous quotations of established exchanges for waging bets. Few sharpers of this stripe have been able recently to obtain continuous quotations of either the New York Stock Exchange or the Chicago Board of Trade, and recently the grain quotations have been cut off from the so-called Consolidated Stock Exchange of New York, which does not trade in grains. If the leading grain exchanges would provide for trading in thousand bushel lots of all kinds of grain, for future delivery, the small traders would be given a voice in the making of the markets, and country elevator men would be able to hedge against small holdings of grain. When would-be buyers and sellers are able to deal in any quantity desired, the markets will more truly reflect exact values than at present.

CANADA has exceeded the United States in the matter of regulating the grain business, ruling that any country operator handling grain for less than 1½¢ per bushel must show how he can stay in business. While this may seem at first glance to be the extreme of regulation it will no doubt result in the elimination of much undesirable competition and the introduction of saner business methods in the Canadian country grain trade. Naturally circumstances vary, and no two communities are confronted with identically the same problems, but it is reasonable to presume that if grain can not be handled for less than 1½¢ at a Canadian elevator it can be handled for less at no other point. Many American dealers have found the cost to be more than double the Canadian figure. The dealer not knowing exactly what it is costing to put grain thru his elevator can do no better than start figuring at once. The answer to the problem may surprise him.

LEAKY, unclean and broken cars are being presented to Montana shippers for the transportation of grain in such large numbers that the secretary of the Northwestern Grain Dealers Ass'n has issued a bulletin, protesting against the acceptance of such cars by shippers, unless the railroads agree to reimburse them for any expense they are put to in placing the cars in proper condition for the transportation of their grain. Now that cars are becoming scarce, too many shippers will be prompted to accept any old box, in the hope of getting their grain to market. Some railroads have so few good cars of their own that they are forced to impose upon the grain shippers, and will continue to do so until required to furnish cars that are fit for transporting grain, or else pay the shipper for cooping them. If the cars are not properly coopered, leaks and heavy claims are sure to follow, and in the end the carrier will be out more than if good cars are provided.

THE COURTS have never looked with favor upon the man who tried to serve as agent of one of the principals to a transaction in which he was also a principal. In other words, the broker who has sold to himself grain consigned to him by a shipper has no right to profit both as a broker and a principal. Arthur C. Schuff of Louisville was recently awarded a verdict for \$4,980 against John W. & D. S. Green, stock and bond brokers of that city, because the Greens were proven to have been the principal owner of bonds which they bot for Schuff. No man can serve two masters, even tho one of those masters be himself, and where it develops that a transaction made ostensibly by the broker or commission merchant of one of the principals was made with himself as the other principal, the sufferer will generally be given a prompt verdict for the full amount of damages in nearly every court.

Loading of Cars Larger than Ordered.

The revival of business activity is cutting down the number of idle freight cars and frequently at present, in order to supply the shipper with a car, the railroad company is forced to set in a car much larger than the one ordered.

Having furnished a car larger than the one ordered the shipper logically reasons that the railroad company would prefer to have a larger load put in to realize the benefit of the greater earning capacity of the larger car. The shipper who yields to his benevolent impulses to increase the revenue of the carrier by putting into the car 15 per cent more than the capacity of the car ordered will be shocked on receiving his expense bill to find himself penalized for underloading. He will be charged up to the minimum weight of the larger car, and the carriers are backed up in this unjust assessment by their tariffs.

One shipper gives his experience in "Asked-Answered" this number, and it is typical of many others. This extra charge on larger cars is assessed so often that the Northwestern Grain Dealers Ass'n has issued a special warning to shippers along the lines of the Great Northern and Northern Pacific cautioning them not to load in excess of 10 per cent of the marked capacity of car *ordered*. If an 80,000 lb. car is furnished, with a minimum of 76,000, the shipper who has ordered a 60,000-lb. car should load only 66,000 lbs., unless it is convenient for him to put in 76,000 or more. Shippers on lines having rails to Chicago are fortunate, as their actual loading weights will be protected, the Board of Trade having persuaded the carriers to modify the general rule. Other markets reached by lines insisting upon full loading of the larger cars should obtain for their shippers the same concession.

ELEVATOR FIRES reported in this number destroyed property valued at nearly a half million dollars, not to mention the loss to the dealers incident to idleness during rebuilding. The states most seriously affected are Illinois, Indiana, North Dakota and Montana. The causes are varied and include dust explosions, spontaneous combustion, locomotive sparks, lightning, crossed electric wires, and incendiaries. This tremendous loss, to 25 elevators, is the largest reported in some months, and should be considered as a warning to all country elevator operators of the approaching winter season with its increased fire hazards. Fire barrels thruout the elevator should be kept well filled, the plant swept clean at regular intervals, bearings oiled and the chimneys repaired.

The Profits of Cutthroat Competition.

Competition forces many country grain buyers to adopt wild and unprofitable methods. On the walls of an Illinois grain firm, where three dealers are fighting for the lion's share of the town's receipts, appears the following legend: "Our grain prices are the highest ever paid in Washington."

With this spirit prevailing in any country market no one can make a living from the business. Few dealers are willing to admit they cannot afford to pay the prices being bid by their competitor, and their own pride will not let them believe they are doing business at an actual loss. Most of them hope, and claim that they are realizing a small profit, tho actual figures may show the contrary. Occasionally an advance in the market may assist them in realizing freight charges or some of the fixed overhead expenses of the business. Then they are unusually happy.

It is unfortunate that grain dealers are so short sighted as to continue to waste their capital in meeting the losing game of competitors. Many dealers who have recognized that the laws do not require them to indulge in continuous cutthroat competition with their competitors have openly refused to buy any grain when they cannot buy it at a profit. Others have posted even higher prices, but have been barred by filled bins from taking any more grain. It is ridiculous that real live grain dealers should continue to throw away their opportunity and waste their capital by paying more for grain than they can get for it.

A grain elevator company at another point, some distance away, now admits that it handled the crop of 1914 at a profit of \$18. That was on a rising market. What will they do on this year's crop? Unless more care is exercised the great majority are sure to suffer a loss that will call for a visit from the sheriff.

Brief of Grain Men on Sulfuring Presented to Sec'y of Agriculture.

Failing to obtain from the Bureau of Chemistry a definite statement of its position with regard to handling of sulfur bleached and mixed oats on which to conduct their business the oats trade thru the legislative committee of the Grain Dealers National Ass'n took the matter higher up and on Nov. 8 appeared before Sec'y of Agriculture D. F. Houston with a delegation composed of A. E. Reynolds, chairman; Lee G. Metcalf, pres.; Chas. D. Jones, H. D. McCord, W. T. Cornelison, T. G. Williams, A. Brandeis, H. H. Bingham, L. G. Callahan, J. C. F. Merrill, sec'y of the Chicago Board of Trade, and H. W. Danforth, representing the farmers elevator companies.

On account of the importance of the question a written brief had been prepared, which was read by Mr. Metcalf, as follows:

The undersigned, comprising farmers, dealers and consumers, respectfully petition your honorable body to take the necessary action to put into effect such a ruling as shall cause the Bureau of Chemistry of the Department of Agriculture to more fully recognize sulphur-bleached grain as a common and fully legitimate article of the commerce of the country. Also to take such action as shall result in said Bureau more fully recognizing the established rules of the state and other established grain inspection departments of the surplus grain states in classifying grain containing a mixture of other grains. In support of our petition, we submit the following brief:

For nearly half a century the practice has obtained in this country of removing weather stains from oats and barley by the use of dioxid sulphur gas. During the past decade and a half, in obedience to an economic necessity, it has become so general and common that now a large percentage of American grown oats in domestic and foreign commerce is so treated. It is well known by the public that large, if not principal, quantities of all bright oats in commerce are bright because of having been treated by this process.

The conservation of values, based on the low figure of 5 cents per bu., amounts to \$1,000,000 on each 20,000,000 bus., or a total of \$25,000,000 on the 500,000,000 bus. of oats, carefully computed to be the quantity of the 1915 crop which will pass through the bleaching process. The unit of 5 cents per bushel is believed to be not more than half of the actual recovery. In other words, if the use of the process should be wholly prohibited, the price of the bulk of the entire crop would be 10 cents per bushel, if not more, less than the price paid with the process fully permissible. Therefore, the conservation is more nearly \$50,000,000 on the basis of the 1915 crop. The cost of usable oats is reduced. Without bleaching the quantity of 1915 oats of satisfactory appearance would be so small the price of such would rise materially. Bleaching results in an abundant supply of well-appearing oats, with the normal result of evenness of price as against a high price for the bright and a low price for the stained oats.

A practice so highly beneficial financially to a large number, and one which is so well known to the producing and consuming public, should receive the consideration of its merits, which, it is believed, it does not now receive at the hands of the Bureau of Chemistry. The addition of the small quantity of moisture required is declared by the Department to be adulteration. This pronouncement, as made in Circular 145, emanating from the Department in June, 1912, is now believed by farmers, dealers and consumers generally, to be purely technical and, in a commercial sense, unsound.

Any common or widely used process becomes common knowledge. This particular practice is commonly known to require the addition of a small quantity of water. It likewise is common knowledge that hard wheats are necessarily slightly moistened before milling, and that such moisture is not dried out of either the flour or the by-products nor is it claimed that this is adulteration. To require more of shippers of oats than is required of millers is discriminatory. The fact that the addition of a minor quantity of water is required to bleach grain is as well known to the pub-

lic, if not better known, than is the fact that in milling it is added to hard wheats.

It being well known that moisture is added as a necessity to complete the process, the proper branding of grain so treated, and the statement in the brand of the moisture content, as determined by laboratory test, would communicate to the buyer these facts. The statement made by the Department Solicitor, that the consumer would not know that the grain had been bleached is not, from a practical or commercial standpoint, a good argument. The consumer of feeding grains is always in position to judge of the value of any animal food by the results of use—the best test of all. Excessive moisture cannot be hidden in grain. It is self-evident. The moisture content of all grains is variable, separate parcels differing in varying percentages. The Department corn rules provide for a variation of 2 per cent in moisture content in each grade. This is more than the variation in oats before and after bleaching. No attempt is made herein to shield the addition of an undue amount of water. However, the branding of each shipment with its true moisture content, per laboratory test, and the great danger of fermentation and heating while in transit of oats of high moisture content, with consequent money loss, would prevent abuse of this nature. It is a matter which normally takes care of itself.

Again, moisture in grain in excess of a safe storing percentage cannot be hidden. The grain itself, therefore, cannot be used to deceive buyers or consumers. This statement should not be misconstrued to mean that grain has a fixed moisture content. As stated herein, it is variable.

Concealment of material inferiority by bleaching is an impossibility. Minor inferiority may be removed. Grain contaminated by must or mould cannot be made to resemble, to the point of deception, sound grain. Such grain may be improved in appearance. The removal of stain and increased safety of use by destroying germs liable to cause injury in feeding is all that is accomplished by the process. Common knowledge that a major portion of all oats in commerce are bleached is a sufficient notice to consumers that weather-stain has probably been removed and that possible minor inherent disability has been modified by use of sulphur fumes. Therefore, there remains no concealments of inferiority.

It is widely and generally known that the present crop is deeply weather and soil stained and damaged. Therefore, the mere offering of bright oats is a good notice of the artificial removal of weather stain. Material inferiority affecting the real value of grain cannot be hidden. The simple matter of tearing away of the husk discloses the true condition as to soundness of the meat of the kernel. Protection of the buyer against concealment is present in every instance, and no one need remain ignorant. It, therefore, is not concealment as alleged by the Department officials.

Mixed Grains.—Grain in commerce has always embraced that which is pure and mixtures of two or more grains in all possible proportions. Mixtures of two or more grains is primarily confined to those of annual growth, those which are spring seeded, a common cause being volunteer growth from scattered seed of another grain from the crop of the preceding year. This, slight, perhaps, at first, through successive plantings of the same mixture with further annual volunteer growth mixtures, results in wheat, oats, rye and barley all being numerously found in very abundant proportions, ordinarily with one of the four largely predominating.

There are good economic reasons for growing a mixture for home use. Accidents while in elevators or in transit and similar incidents is another cause. Mixing in accordance with a contract providing for mixed grain is a prominent cause. Europeans have long practiced growing grain in mixture and well know the value of the addition of barley to oats. They uniformly want heavy oats because of being accustomed to them, and do not object to barley, being accustomed to its use in mixture. Ocean freight charges also dictate the shipment of heavy grain (50,000 bus. of 40-lb. test oats and 40,000 bus. of 32-lb. test occupy equal space). Freight is now 42c per bu.

The mixture of any of the four grains named, commonly found in mixture cannot be concealed. A novice may discern at a superficial glance the presence of even a minor mixture of any of them, possibly excepting rye with wheat, this being less easy because of their similarity.

The large primary markets are nearly all situated in surplus grain states having grain inspection departments operated by the state under the provisions of a state

law. These rules provide for classifying mixed grain without denominating the same a mixture. Such grain is given a grade of the grain predominating. For example: The Illinois State Department rules provide that No. 3 white oats shall not contain more than 3 per cent of dirt and 5 per cent of other grain. That which state authority creates is entitled to recognition. If it certifies that a given parcel of grain is No. 3 white oats, although it may carry 5 per cent of barley, and does not require that fact to be stated, there is no reason why the Department of Agriculture should seek to penalize the shipper of it in interstate commerce, because the fact is not declared.

The United States Circuit Court of Appeals said, in deciding the Hall-Baker case, a charge of misbranding of mixed grain that, "The act of Congress (the Pure Food and Drugs Act) was not enacted to catch and punish merchants who are conducting their business by customary and approved methods, with no intent to deceive purchasers, or to injure the public health, or for the mistakes of third persons over whom they have no control, nor for trivial errors of their own, which at first blush may seem to bring their action within the inhibition of the law but by which in reality they violate neither its letter nor its spirit."

The grain merchants are clearly entitled to freedom from annoyance by the Department inspectors while acting within the application of the sound principles laid down by the court. They may, as a clear legal right, ship oats with 5 per cent of barley, if graded No. 3 white oats by a state or other well recognized authority performing a public function, and do so without branding such shipments "Oats and barley mixed." Nor do these state departments make any distinction between grain mixed by volunteer growth, accidents of handling or of transit, and that designedly done. The fact; not the method whereby the fact is accomplished, is only worthy of consideration. The Bureau of Chemistry officials do not so rule, and make a clear distinction between mixtures grown as such, intentionally or not, and those occurring after growth, by design, in accordance with a contract or otherwise.

Secretaries Wilson and Nagle, sitting as a Board of Control, both affirmed in the presence of more than eighty delegates of farmers and dealers, in Washington in February, 1912, when appealed to for a ruling under the provisions of the Pure Food and Drugs Act that, "It does not apply to soil products in their raw or natural form." This being true, mixtures of grain which easily declare themselves to all, should not be required to be branded. Such present requirement of the Department and its construction of the Pure Food and Drugs Act is contrary to the long established practice of the commerce of the country under the inspection laws and rules of the several states and departments, as well as being contrary to the pronouncement of the Secretaries herein cited. That only which is concealed should be required to be branded. Graded grain moving on the basis of its official classification by established departments should not be interfered with, as per the decision in the Hall-Baker case already referred to; nor should mixtures which declare themselves, if not so graded, ever be the subject of seizure by the Department inspectors because of misbranding.

Your petitioners realize the limitations of a written brief, necessarily much abbreviated, and will, at the pleasure of your Honorable Board, if so advised, delegate representatives to appear before you at such time as may best suit your convenience.

In the discussion which followed Sec'y Houston asked whether oats sulfuring conceals or removes inferiority. Mr. McCord informed him it did not, and Mr. Jones stated that damage was not concealed.

Sec'y Houston stated that he would notify Mr. Reynolds as soon as he arrived at a decision on the two points covered in the first paragraph of the foregoing brief.

Australian Government is reported to have taken control of the entire wheat crop and exportable surplus, and agreed to advance farmers 3s against deliveries. The exportable surplus is expected to be nearly 80,000,000 bus.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Where to Obtain Market Quotations on Clover and Timothy Seed?

Grain Dealers Journal: What medium is recommended for obtaining the market on clover and timothy seed?—Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

Ans.: Each important terminal market issues a daily market report, which gives the prices obtained for timothy and clover seed each day. These reports will no doubt be mailed you upon application to any seed receiver of the market you desire reports on. As a rule the reports are prepared by disinterested publishers.

Losing Money on the Sideline.

Grain Dealers Journal: While at Ottawa, Ill., recently I found the grain dealers selling coal on a 45c per ton margin. This is an actual loss to the dealer, and the greater the volume handled the more money is lost. I believe that many in the trade would appreciate some light on the subject of handling that commodity and it would be interesting to hear the experiences of others.—M. A. J.

Ans.: Traveler's Dept. of this number contains an extensive article on this subject. Believing that many elevator operators have possibly been permitting the grain business to carry the burden of coal, or other sideline, the Journal will welcome letters relating individual experiences. It is generally accepted as a fact that the cost per ton for handling is \$1, and the system, means or methods of anyone able to lower this cost would be of value to others in the trade.

How to Get Cars in Indiana?

Grain Dealers Journal: We are having difficulty at our country stations in Indiana in getting cars for grain that we are able to buy. We have taken it up with the Public Service Commission at Indianapolis but are unable to get assistance from it.

We are under the impression that a year or so ago a reciprocal demurrage law was enacted in Indiana which placed a penalty of so much a day on railroad companies when they did not furnish cars within a reasonable time after they were given written notice how many cars were wanted each day. Is this law still in effect?—A. Waller & Co., Henderson, Ky.

Ans.: The Indiana reciprocal demurrage law, which went into force Apr. 10, 1907, is still in effect. Applicants for cars are required to record in a book at each station the number and kind of cars required, when required, for what kind of loading and the destination, as prescribed by the Indiana State Railroad Commission. Cars must be supplied not less than 48 hours after 6 p. m. of the day of application unless the cars are not so soon required.

Burns Annotated Statutes of Indiana, revision of 1914, Sec. 5210.—8: Every carrier subject to the provisions of this act which shall fail and neglect to furnish cars as provided in Sec. 6 shall pay to the applicant \$1 for each car for each 24 hours that the delivery of same shall be delayed.

The law also provides that the carrier shall not be liable for demurrage if it can show that it did not have sufficient cars under its control and had made bona fide

effort to supply its line with cars. Demurrage may be collected by suit in any county in which the carrier operates, and plaintiff shall be allowed reasonable attorney's fees.

How to Get Rid of Weevil?

Grain Dealers Journal: We have been handling quite a bit of wheat and oats that has the bug weevil in it, and they are now all over the elevator. What can we do to get rid of them?—Colfax Grain Co., Colfax, Ind.

Ans.: Send to Edw. R. Taylor, Penn Yan, N. Y., for his Fuma-Bisulfid and get a number of saucers or soup plates, placing them at frequent intervals in the cupola and above the bins and lower floors. Clean the elevator thoroughly. Then make all windows and doors air-tight. Pour the Bisulfid into the plates Saturday afternoon and lock up the plant until Monday morning.

Fire, sparks or flames must be kept away from this gas, as it is powerfully explosive. It is heavier than air, and will go down thru the grain in the bins and kill all animal life there. When you come to open the plant Monday morning, see that it is aired thoroughly before you enter.

In about two weeks apply the Bisulfid again, as the larvae will by that time have hatched out a new lot of bugs. Ordinarily three applications will give an elevator relief from this pest for an entire season, unless a new supply is brought in with grain from the farm.

Minimum Weight on Car Larger Than Ordered?

Grain Dealers Journal: I ordered a car of 60,000 lbs. capacity and for their convenience the railroad company placed a car of 100,000 lbs. capacity. At the time I ordered I intended to load about 60,000 lbs.; but after this car was set I received a few more loads of the particular grade, and as I had it on hand I loaded it, knowing that the buyer would not object.

Now the Union Pacific Railroad Co. comes with corrected E/B and demands charges on 96,000 lbs., owing to the fact that I had loaded 73,000 lbs., which was more than could be loaded into a 60,000-lb. car. The company has been paid the actual carrying charges of 25c per 100 lbs. on 73,000 lbs. of wheat, and now demand for 23,000 lbs. more.

This particular car, as the case now stands, has earned them \$32.50 more by my loading more than the 60,000 lbs. Had they set me a 60,000-lb. car I certainly would not have loaded more than 66,000-lbs., the limit of the car. Has the company a right to the freight on 23,000 lbs. not loaded?—C. R. Buschow, Pine Bluffs, Wyo.

Ans.: The Union Pacific Railroad Co. is an exception to the general rule on carload minimums. The general rule is that "When carrier cannot furnish car of weight carrying capacity or dimension ordered by shipper, and for its own convenience provides a car of greater weight carrying capacity or dimension than the one ordered by shipper, it may be used on the basis of the minimum carload weight fixed in tariff to apply on class of car ordered by shippers, but in no case less than actual weight; and provided that the shipment tendered could have been loaded in cars of the size or weight carrying capacity ordered by shippers, the weight carrying capacity or dimension of the car ordered, number of the order and date of same to be shown in each instance on the B/L and the W/B.

Many roads are more liberal and will protect actual weight even tho the car furnished might be loaded in excess of 110% of the marked capacity of the car ordered.

In case of a shipment from Pine Bluffs to Chicago the shipper cannot be required to pay freight on more than the actual amount loaded because that road on thru shipment protects the actual weight. According to the Union Pacific tariffs "On grain off the Union Pacific R. R. destined to Chicago, the minimum weight of the Union Pacific on wheat, namely, 30,000 lbs.,

is applicable thru from point of origin to destination, except that via the C., R. I. & P. Ry. it is 4,000 lbs. less than marked capacity of car."

How to Get Rid of Rats?

Grain Dealers Journal: Can the Journal advise us how to get rid of rats in the elevator?—A. F. Wegener, mgr. Napoleon Elevator Co.; Napoleon, Mo.

Ans.: Traps and cats are useful and the closing of all holes with broken glass giving the rats access to the building will help. Poison is relied upon by professional rat catchers for prompt results. Where the poison can be placed so as not to be found by domestic animals it is most satisfactory. One of the reliable poisons is "Rat Swat," made by the S. O. S. Chemical Co. It is mixed with finely ground fresh meat, is readily eaten by the rodents, who die immediately and shrivel up, it is said, without giving off the bad odors of decay.

Sale of Mortgaged Grain?

Grain Dealers Journal: A farmer brings his grain to an elevator and wants to store it. The grain is mortgaged. The buyer issues a storage ticket to the farmer who grew the grain and brot it to the elevator. Later the farmer took the storage ticket to the bank and disposed of it, getting value received. The banker presented the storage ticket to the elevator operator and he refused to pay for it.

Is the buyer right in refusing to pay the banker, who, it seems to us, is the loser, if anybody? What is the legal status of the case?—F. M. Tusia Grain Co., Egan, S. D.

Ans.: A mortgage is practically equivalent to a sale, leaving the seller, however, an equity in the grain that he can dispose of to a third party. The first buyer or holder of the first mortgage has prior right, and his claim must be satisfied before the grain buyer can deliver over the grain or any part of the proceeds to the third party, the banker in this case.

If the several parties to the transaction can not agree the grain buyer should let them take the matter into court by starting suit against him. He could then pay over the proceeds to the clerk of the court, to be divided according to the judgment.

I WOULD FEEL LOST without the Grain Dealers Journal.—J. L. Williams, mgr., Farmers Elevator Co., Hartland, N. D.

PARIS GREEN is agent of the German Grain Co.'s elevator at Strasburg, N. D. Rodents and weevil will no doubt shun the plant.

TREASURY DEPT has decided that green corn on cob, when imported, is dutiable at 15% ad valorem, as vegetables in their natural state not specially provided for.—P.

BRAZIL'S INCREASING production of rice is shown by that country's imports during the last five years, which have decreased from 17,320,437 kilos of 2.2 lbs., in 1910 to 6,535,033 kilos in 1914.—Consul General A. L. M. Gottschalk, Rio de Janeiro.

JAPANESE authorities are urging the immediate exportation of 10,000,000 bus. of rice to relieve the depression on local rice markets. The price dropped to \$1.29 per bushel early in the year, and in an endeavor to prevent a further reduction the Government purchased a supply to the extent of \$2,490,000. This did not have the desired affect however, as the price is now 95c per bushel and a further reduction feared. The annual consumption of rice in Japan is 275,000,000 bus., and the crop of 1915 will exceed 285,000,000 bus.—Consul General Geo. H. Scidmore, Yokohama.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Genoa, Colo., Oct. 29.—Wheat poor quality.—O. S. Staples.

ILLINOIS.

Norwood, Ill., Nov. 2.—New corn soft and in bad condition; farmers picking.—W. D. McReynolds.

Ridge Farm, Ill., Nov. 9.—Quality and quantity corn disappointing; lots is chaffy; 10% lighter in weight than last year.—Frank Jones, mgr. Farmers Elvtr. Co.

Sidney, Ill., Nov. 9.—Reports from new corn shucking very favorable; corn making from 60 to 65 bus.; quality good; yield so large will be necessary to move some to make room for cribs to hold average crop; weather favorable for shucking; everybody busy at it.—Sidney Grain Co.

INDIANA.

Markle, Ind., Nov. 9.—Weather fine for curing corn which is badly needed account unmaturing condition of much of it; stalks indicate good corn but that does not make its condition; wheat acreage short; growth backward.—J. F. Plice.

Rockville, Ind., Oct. 29.—Wheat acreage will not be over 60% of last year; practically none sown in corn account lateness and tangled condition of crop; corn drying well but is late and uneven; some cribbing being done; expect unusual percent of damaged grains account fallen corn and soft ears; crop will be large.—Rohm Bros.

Middlebury, Ind., Oct. 28.—Growing wheat looking fair; no fly complaints so far; good corn crop but early frost caught it; will be plenty of soft corn; no husking done so far; oats in fair condition; all bleached; few musty; rye fair; large crop grown last year; nearly all wheat and rye grading No. 2.—C. F. Troyer, mgr. Middlebury Grain Co.

IOWA.

Onawa, Ia., Nov. 5.—Wheat good quality.—J. C. Roush, Onawa Mills.

Lorimor, Ia., Oct. 26.—If corn sorted carefully, not over 40% will be marketable.—S.

Peru, Ia., Oct. 26.—Will have 2/3 crop of merchantable corn.—J. G. Farr, agt. J. S. Hytton.

Arispe, Ia., Oct. 26.—Corn will make about 1/2 crop of merchantable quality if properly sorted.—B. S. Petrie.

Cora sta. (Fonda p. o.), Ia., Oct. 25.—Corn drying slowly; will be light, chaffy and poor quality.—Geo. Moulton.

Holstein, Ia., Nov. 4.—Corn in this county will not make 40% of a crop; about 10% will be marketable.—Allen Joslin.

Shannon City, Ia., Oct. 26.—Corn will make a 2/3 crop; about 40% of it will be merchantable if it is sorted.—Shannon City Grain Co.

Glenwood, Ia., Nov. 1.—Wheat thru this section badly damaged in quality but not in quantity; corn good yield; quality fair; small percent will be soft.—C. R. Shields.

KANSAS.

Zurich, Kan., Nov. 5.—Wheat acreage 3/4 of last year; looking fine.—M. S. Graham.

Lucas, Kan., Nov. 6.—Wheat acreage 3/4 of last year; looking fairly good.—M. P. Thielen.

Sylvan Grove, Kan., Nov. 6.—Wheat acreage 80% of last year; looking fine.—M. E. Wunderlich.

Waldo, Kan., Nov. 6.—Corn averaging 25 bus.; good quality.—A. L. Page, agt. Morrison Grain Co.

Paradise, Kan., Nov. 6.—Wheat acreage same as last year; looking poor account dry weather.—G. F. Hancock.

Waldo, Kan., Nov. 6.—Wheat acreage 1/3 less; looking fine.—J. B. Carr, agt. Shellabarger Mill & Elvtr. Co.

Agenda, Kan., Nov. 1.—Wheat acreage 1/3 last year; some up; looking fine; some being sowed now.—F. B. Fulton.

Lucas, Kan., Nov. 6.—Corn averaging 40 bus.; fine quality.—W. E. Eaky, mgr. Farmers Mfg. & Mercantile Ass'n.

Horton, Kan., Oct. 28.—Wheat only made 7 to 8 bus.; poor quality; corn making 40 bus.; good quality.—W. T. Graham.

Agra, Kan., Nov. 4.—Corn making 40 bus.; fair quality; wheat acreage same as last year; looking fine.—C. F. Dean.

Otego, Kan., Nov. 3.—Corn making 40 bus.; quality good; wheat acreage 2/3 of last year; looks good.—M. H. Bunker.

Belleville, Kan., Nov. 2.—Wheat acreage 3/4 of last year; looks fine; corn averaging 35 bus.; quality good.—E. A. Fulcomer.

Tescott, Kan., Nov. 6.—Wheat acreage 3/4 of last year; looking fine.—J. R. Eutsler, mgr. Tescott Grain, Coal & Lumber Co.

Almena, Kan., Nov. 4.—Wheat acreage 70% of last year; looking fine; corn making 35 bus.; good quality.—Mellor Grain Co.

Stuttgart, Kan., Nov. 4.—Corn averaging 35 bus.; fair quality; wheat acreage about 3/4 of last year; looking fine.—Mellor Grain Co.

Montrose, Kan., Nov. 3.—Wheat acreage 1/3 of last year; looking only fair; corn made 35 bus.; good quality.—A. R. Jacobson.

Bogue, Kan., Nov. 5.—Wheat acreage 2/3 of last year; looking fine.—B. C. Kenyon, mgr. Farmers Business & Shipping Ass'n.

Lincoln, Kan., Nov. 6.—Wheat acreage 3/4 of last year; looking good. Corn averaging 40 bus.; good quality.—F. W. Hermann.

Natoma, Kan., Nov. 6.—Wheat acreage 90% of last year; looking fine.—E. H. Drake, mgr. Farmers Union Shipping Ass'n.

Damar, Kan., Nov. 5.—Wheat acreage same as last year; looks fine.—W. T. Brown, mgr. Farmers Union Grain Dealers Ass'n.

Zurich, Kan., Nov. 5.—Corn averaging 30 bus.; quality soft account frost.—J. E. Stone, mgr. Farmers Mercantile & Shipping Ass'n.

Mankato, Kan., Nov. 3.—Corn making 30 bus.; quality good; wheat acreage 1/2 of last year; looks good.—C. I. Green, agt. S. I. Green.

Rydal, Kan., Nov. 2.—Wheat acreage about 85% of last year; looks fine; corn making 30 bus.; quality good.—W. H. Mikesell.

Scandia, Kan., Nov. 2.—Corn making 45 bus.; quality a little soft; wheat acreage 75% of last year; looks fine.—Brown Wyman Grain Co.

Norton, Kan., Nov. 4.—Corn making 40 bus.; good quality; wheat acreage 3/4 of last year; looking fine.—W. S. Campbell, agt. Derby Grain Co.

Prairie View, Kan., Nov. 4.—Corn averaging 30 bus.; some soft but mostly good; wheat acreage 3/4 of last year; looking fine.—Thomas & De Young.

Esbon, Kan., Nov. 3.—Wheat acreage 3/4 of last year; looks fine; corn making 35 bus.; quality good.—C. M. Lantis, agt. Wright-Leet Grain Co.

Vesper, Kan., Nov. 6.—Wheat acreage 70% of last year. Corn averaging 50 bus.; good quality.—M. C. Mattson, mgr. Farmers Grain & Mercantile Ass'n.

Phillipsburg, Kan., Nov. 4.—Wheat acreage 90% of last year; looking good. Corn making 40 bus.; quality good.—C. E. Voisinot, mgr. City Roller Mills.

Gretna, Kan., Nov. 4.—Corn averaging 30 bus.; good quality; wheat acreage 80% of last year; looking fine.—J. E. Garrison, mgr. Gretna Grain Shipping & Mercantile Co.

Athol, Kan., Nov. 3.—Wheat acreage same as last year; looks fine; corn making 40 bus.; quality good.—G. W. Douglass, mgr. Athol Co-operative Grain Co.

Cuba, Kan., Nov. 1.—Fall wheat acreage 1/2 of last year; looks fine; corn will average 45 to 50 bus.; quality fine.—S. W. Jackson, agt. Vanier Pelton Grain Co.

Smith Centre, Kan., Nov. 3.—Corn making 40 bus.; quality good; wheat acreage same as last year.—G. H. Marty, sec'y Smith Centre Mill, Elvtr. & Light Co.

Courtland, Kan., Nov. 2.—Corn making 35 bus.; quality mostly good; wheat acreage half of last year; looks fine.—Ed. Rosenquist, Farmers Grain & Supply Co.

Kensington, Kan., Nov. 4.—Corn making 40 bus.; good quality; wheat acreage 3/4 of last year; looking fine.—C. M. Alspach, mgr. Farmers Grain & Lumber Co.

Luray, Kan., Nov. 6.—Wheat acreage 3/4 of last year; looking fair; needs rain; corn making 40 bus.; good quality.—H. B. Van Gundy, mgr. Farmers Union Business Ass'n.

Formoso, Kan., Nov. 3.—Wheat acreage 60% of last year; looking good. Corn made 30 bus.; good quality.—J. G. Sturtevant, mgr. Jewell County Co-operative Business Ass'n.

Raymond, Kan., Oct. 25.—Winter wheat acreage and condition 20% less than average; not much over 1/2 sown account rain; fully 2/3 remains in stack.—G. G. Mowrey, sec'y Raymond Grain & Supply Co.

MICHIGAN.

Farwell, Mich., Nov. 3.—Not over 15% of usual amount of wheat sown in this section account rains.—W. C. Fuller.

Lansing, Mich., Nov. 6.—Estimated wheat yield for state is 19.19 bus.; total yield, 15,494,517 bus.; condition 83%; estimated corn yield 26.32 bus., or 19% less than 10 year average; corn did not ripen.—Coleman C. Vaughan, sec'y of State.

Tekonsha, Mich., Nov. 3.—About 1/5 of corn soft; good weather for curing; wheat acreage less than last year account lateness of corn; oats, rye and wheat damaged 20% by wet season, but have good fair crop.—Abrams Grain, Feed & Seed Co.

MINNESOTA.

Hutchinson, Minn., Nov. 1.—Wild peas and cockle cutting grade of wheat here.—J. W.

Bricelyn, Minn., Nov. 1.—Small grain good.—C. F. Langworthy, agt. Speltz Grain & Coal Co.

Vesta, Minn., Nov. 1.—Corn poor; about 1/3 crop; too much soft corn; will be hard to handle; other crops good.—Agt. Bingham Bros.

Tenney, Minn., Oct. 25.—Crops considerably drowned out; little plowing done now account wet fields.—H. C. Kirby, agt. Osborne-McMillan Elvtr. Co.

MISSOURI.

Easton, Mo., Oct. 28.—Corn made 30 bus.; good quality.—W. C. Porter.

Fairfax, Mo., Oct. 28.—Corn will average 40 bus.; good quality.—J. O. McClintock.

Grant City, Mo., Oct. 28.—Corn 1/2 crop and 1/2 of it is not merchantable.—J. C. Lutes.

Rock Port, Mo., Oct. 28.—Corn made 40 bus.; good quality.—Christian Bros. Mercantile Co.

Weston, Mo., Oct. 28.—Corn made 50 bus.; good quality.—R. R. Clark, mgr. R. & B. Elvtr. Co.

La Due, Mo., Nov. 2.—Wheat grading low.—Wm. Lee Pinkerton, mgr. La Due Grain & Supply Co.

King City, Mo., Oct. 28.—Corn made 30 bus.; good quality.—W. H. Frederick, mgr. C. E. Frederick Grain Co.

Guilford, Mo., Oct. 27.—Bottom corn all drowned; upland corn will make 80% of crop; quality fair.—W. T. Ross, agt. Shannon Grain Co.

Matthews, Mo., Nov. 3.—Corn grading Nos. 2 and 3; in fine condition; making 50 bus. or more.—B. F. Swartz, Matthews Grain & Elvtr. Co.

Kansas City, Mo., Nov. 4.—Note improvement in character of wheat received; receipts showing some increase due to threshing of stacked wheat which seems to be better quality than that coming out of bins.—M. C. Fears, chief grain inspector.

MONTANA.

Buffalo, Mont., Nov. 2.—Crops good yield; quality poor; greatest trouble is with over grading wheat; most is badly bleached, smutty and some is frosted.—H. E. Pasek, agt. McCaull-Webster Elvtr. Co.

NEBRASKA.

Bartley, Neb., Oct. 28.—Crops good.—E. E. Smith.

Nebraska City, Neb., Oct. 28.—Corn making 40 bus.; possibly 45 bus.; will be soft.—A. B. Wilson.

Mullen, Neb., Oct. 25.—Corn mostly frosted; will be soft; have lots of rye, wheat, oats and navy beans.—L. E. Harding, mgr. Mullen Grain Co.

Atlanta, Neb., Nov. 3.—Corn fine; making from 40 to 50 bus.; wheat 20 to 25 bus.; quality not very good; too much rain at harvest time; winter wheat never looked better at this time of year.—C. E. Doty, agt. Bodman-McConaughy Co.

NORTH DAKOTA.

Wimbledon, N. D., Oct. 30.—Poor crop last year; hit hard by black rust.—D. F. Dick, agt. Royal Elvtr. Co.

Voltaire, N. D., Oct. 30.—Crops heavier this year than last.—M. C. Anderson, agt. Osborne-McMillan Elvtr. Co.

Watford, N. D., Oct. 30.—Wheat made 16 to 30 bus., averaging about 20 bus.—J. H. McCarthy, agt. Winter-Truesdell-Ames Co.

Tappen, N. D., Oct. 28.—Had good wheat crop; most weighing 60 to 62 lbs.; only small part hit by rust.—John H. Sleight, agt. Powers Elvtr. Co.

Spiritwood, N. D., Oct. 28.—Wheat good quality; made 20 to 35 bus.; oats 40 to 60 bus.; other grains in proportion.—E. D. Pratt, agt. Occident Elvtr. Co.

Steele, N. D., Oct. 28.—Big crop all kinds of grain in this vicinity except corn which is fair; excessive rain has affected grades.—N. H. Dahl, mgr. Farmers Elvtr. Co.

OHIO.

Houston, O.—Only 10% of an average crop of wheat sown. Corn is 3/4 of a crop and very chaffy.—Farmers Elvtr. Co.

The Ohio acreage of wheat for the 1916 harvest is 337,982 acres less than last year's sowing, due largely to discouragement of many farmers by 1915 floods. Complete report of the Board of Agriculture, published Nov. 1, follows:

Wheat—	
Area sown last fall.....	1,930,111 acres
This fall compared with 1914	82
Seeded for harvest of 1916..	1,592,129 acres
Condition compared with average	86
Average date of seeding..	Oct. 2
Corn—Prospect compared with average	
	92
Buckwheat—Prospect compared with average.....	
	93
Alfalfa—	
Area in 1914	60,596 acres
Area compared with last year	99
Estimated area in 1915....	59,902 acres
Tons produced per acre....	3.4 tons
Estimated product for 1915.	206,619 tons
Number of cuttings.....	3
Rye—	
Area sown last fall.....	124,912 acres
Compared with last year....	84
Seeded for harvest of 1916..	104,445 acres
Condition compared with average	88

PENNSYLVANIA.

Centre Hall, Pa., Nov. 2.—Crops in this section good; corn being put away; promises good crop.—R. D. Foreman.

SOUTH DAKOTA.

Mansfield, S. D., Nov. 3.—Crops are the largest in history but late wheat was shrunk by rust. Corn crop is large, but much of it is soft.—J. G. Smith, agt. Farmers Elvtr. Co.

TENNESSEE.

Memphis, Tenn., Nov. 6.—Grain acreage greatly increased in south. The members of the Merchants Exchange were highly surprised last week to note that 3 cars out of one seven-car shipment of corn graded No. 1. This is the second time since the new grading rules were adopted that a No. 1 car was received in Memphis. The shipment came from Mississippi county, Ark. Several more cars from the same source are expected and it is believed that some of this will also be No. 1. John Wade & Son were the receivers of this grain.—S.

TEXAS.

Celina, Tex., Nov. 6.—Wheat acreage is reduced 40% in north Texas. Some complaint of insects; need rain. Corn is not as good as anticipated.—B. F. Smith, agt. Celina Mill & Elvtr. Co.

WASHINGTON.

Seattle, Wash., Nov. 1.—Molson, the wonderful fertile wheat country on the north line of the Great Northern, will have 600,000 bus. for market this year. Many farmers averaged between 60 and 80 bus. of good quality grain. It is now moving out at a somewhat faster rate than from the Big Bend country.—D.

Government Crop Report.

Washington, D. C., Nov. 8.—The Crop Reporting Board of Bureau of Crop Estimates, United States Dept. of Agriculture, estimates the following total production and yields per acre for 1915 of the principal grains:

Crops.	Yield per acre.		*Production.	
	1915.	10-yr. av.	1915.	1914.
	Bus.	av.	Prelim.	Final.
Corn	28.3	26.6	3,090,509	2,672,804
Wheat	16.9	14.8	1,002,029	891,017
Oats	37.8	29.6	1,517,478	1,141,060
Barley	32.0	25.1	236,682	194,953
Rye	17.0	16.4	44,179	42,779
Buckwheat ..	20.4	19.9	16,350	16,881
Hay—				
Tame (tons) ..	1.59	1.40	80,983	70,071
Wild (tons) ..	1.20	1.00	20,293	18,615
Rice	32.2	32.3	26,251	23,649

Weight Per Measured Bushel.—Wheat, 57.9 lbs., against 58.0 last year and 58.2, the 10-year average. Oats, 33.0 lbs., against 31.5 last year and 31.7, the 10-year average. Barley, 47.4 lbs., against 46.2 last year and 46.5, the 5-year average.

CORN.

State.	Yield per acre.		*Production.		Qual. ity.
	1915.	10-yr. av.	1915.	1914.	
	Bus.	av.	Prelim.	Final.	1915.
Pa.	38.0	39.3	57,836	62,178	83
Va.	28.5	24.2	61,332	39,380	89
N. C.	19.5	17.6	59,144	57,550	91
Ga.	15.0	13.6	66,600	56,000	88
O.	40.7	38.8	154,497	142,715	81
Ind.	39.5	37.1	199,396	163,317	81
Ill.	37.0	34.8	386,613	300,034	79
Mich.	31.5	33.7	55,125	63,000	62
Wis.	24.0	36.3	42,240	69,862	45
Minn.	23.5	33.3	62,933	91,000	35
Ia.	30.0	34.9	310,500	389,424	48
Mo.	29.2	28.1	210,240	158,400	87
S. D.	30.0	28.1	96,300	78,000	50
Neb.	30.3	25.3	212,219	173,950	69
Kan.	30.0	19.9	170,220	108,225	88
Ky.	31.0	27.6	119,939	91,250	90
Tenn.	27.0	24.9	95,877	80,400	87
Ala.	17.5	16.2	68,548	55,488	88
Miss.	19.0	17.8	70,623	58,275	88
La.	20.0	19.3	48,000	38,600	86
Tex.	23.5	20.0	175,968	124,800	85
Okla.	29.5	19.1	127,440	50,000	93
Ark.	22.5	19.8	62,100	42,000	87
U. S.	28.3	26.6	3,090,509	2,672,804	77.2

*000 omitted.

Stocks of old corn on farms Nov. 1 estimated at 96,009,000 bus. (3.6 per cent of 1914 crop), compared with 80,046,000 bus. a year ago and 104,407,000 bus., average of preceding five years.

CHICAGO BOARD OF TRADE has discontinued grain quotations to the New York Consolidated Stock Exchange. While officials of the Board will give no details in the matter it is generally understood the furnishing of quotations to bucket shops by the eastern exchange is responsible. This is the second time in the last few years that this step has been taken, the Consolidated Stock Exchange being reinstated only upon its promise of future good behavior.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

O. W. R. & N. 1788 passed thru Watkins, Ia., Nov. 7, on eastbound extra 1559, leaking corn at doorpost.—L. O. Eaton, mgr., Farmers Grain Co.

Wabash 60266 passed thru Milmine, Ill., Nov. 6, eastbound, leaking yellow corn at end.—Hamman Bros.

B. & O. 196134 passed thru Terry, Mont., Nov. 2, evidently loaded with grain; side door open; weight card signed by James Chittick.—Fred P. Kinyore, mgr. Wm. O'Laughlin.

C. M. & St. P. 58704 passed thru Terry, Mont., Nov. 2, evidently loaded with grain; side door open.—Fred P. Kinyore, mgr. Wm. O'Laughlin.

C. & N. W. 89382 was set out at Vayland, S. D., Oct. 29, for repairs on drawbar. Car did not show leak while here.—Agt. Huron Mlg. Co.

L. & N. 95338 passed thru Bridgewater, S. D., Oct. 29, leaking wheat badly from side sheeting. Trainmen stopped leak here. Was billed from Aberdeen to Sioux Falls.—G. H. Shanard, vice-pres. and mgr. Shanard Elvtr. Co.

Soo 102762 was in yards at Le Sueur, Minn., Oct. 29, leaking grain badly from drawbar. Leaked about 50 bus. in yard before being repaired by railroad men.—Wierwill Bros.

Wis. Cent. 17836 passed thru Ambrose, N. D., Oct. 25, leaking grain badly.—O. Ingmar Oleson, agt. Northland Elvtr. Co.

C. & N. W. 79316 was set out at Tyler, Minn., Oct. 25, in a leaky condition, for repairs. Car came from west.—L. Reinholdt, mgr. Farmers Elvtr. & Supply Co.

C. M. & P. S. 201849 passed thru Christina, Mont., Oct. 23, leaking wheat at doorpost which was shoved out about 3 in. Temporary repairs were made by trainmen.—Farmers Elvtr. Co.

WE ARE very well pleased with the Grain Dealers Journal and would not be without it.—Ithaca Gleaner-Farmers Elevator Co., Ithaca, Mich.

ROUMANIAN wheat crop of 1915 is estimated at 108,730,000 bus., or 2,960,000 metric tons, compared with 1,260,000 metric tons last year. Oats crop is given as 380,000 tons, compared with 367,400; corn, 2,800,000 tons, compared with 2,782,700; barley, 516,000 tons, compared with 536,600, and rye 80,000 tons, compared with 49,700 tons the preceding year.—International Institute of Agriculture.

CORN in San Luis Potosi, Mexico, is selling at \$1.17 per bushel, American money, with an active demand at that price or even a higher figure. American corn can be delivered at Laredo, Tex., for 75c per bushel in carloads. If shipping facilities and safe arrival at San Luis Potosi could be guaranteed several trainloads of American grain could be marketed quickly. Money for the purchase of corn seems plentiful, and every incoming carload is immediately disposed of. Import duties on that grain have been removed by decree of Sept. 29, 1915.—Consul W. L. Bonney, San Luis Potosi.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Genoa, Colo., Oct. 29.—About 2/3 threshing remains to be done.—O. S. Staples.

ILLINOIS.

Ridge Farm, Ill., Nov. 9.—Taking new corn this morning.—Frank Jones, mgr. Farmers Elvtr. Co.

Mattoon, Ill., Nov. 1.—Farmers stopped threshing in order to fill silos; threshing should be done by Nov. 10.—E. I. N.

Sidney, Ill., Nov. 9.—Thousands of bus. of old corn in farmers hands; fully 65% oats binned up; some new corn moving.—Sidney Grain Co.

INDIANA.

Rockville, Ind., Oct. 29.—Corn movement can hardly start before Nov. 15.—Rohm Bros.

Middlebury, Ind., Oct. 28.—Wheat movement slow at present.—C. F. Troyer, mgr. Middlebury Grain Co.

IOWA.

Holstein, Ia., Nov. 4.—Not much grain moving.—Allen Joslin.

Onawa, Ia., Nov. 5.—Wheat moving fairly well.—J. C. Raush.

Cora sta. (Fonda p. o.), Ia., Oct. 25.—What old corn is left will be held until next summer.—Geo. Moulton.

KANSAS.

Montrose, Kan., Nov. 3.—Farmers holding 75% wheat.—A. R. Jacobson.

Agra, Kan., Nov. 4.—Half of wheat in farmers hands.—C. F. Dean.

Zurich, Kan., Nov. 5.—About 90% wheat in farmers hands.—M. S. Graham.

Almena, Kan., Nov. 4.—About 75% wheat in farmers hands.—Mellor Grain Co.

Sylvan Grove, Kan., Nov. 6.—About ¾ wheat still in farmers hands.—M. E. Wunderlich.

Stuttgart, Kan., Nov. 4.—Only 25% wheat has been marketed.—Mellor Grain Co.

Esbon, Kan., Nov. 3.—About 75% wheat in farmers hands.—C. M. Lantis, agt. Wright-Leet Grain Co.

Prairie View, Kan., Nov. 4.—Farmers holding about 80% wheat.—Thomas & De Young.

Norton, Kan., Nov. 4.—About 70% wheat in farmers hands.—W. S. Campbell, agt. Derby Grain Co.

Scandia, Kan., Nov. 2.—About 10% of wheat has been moved.—John Botts.

Phillipsburg, Kan., Nov. 4.—About 60% wheat in farmers hands.—C. E. Voisiniet, mgr. City Roller Mills.

Damar, Kan., Nov. 5.—About 75% wheat in farmers hands.—W. T. Brown, mgr. Farmers Union Grain Dealers Ass'n.

Athol, Kan., Nov. 3.—About 75% wheat remains in farmers hands.—G. W. Douglass, mgr. Athol Co-operative Grain Co.

Gretna, Kan., Nov. 4.—About 60% wheat in farmers hands.—J. E. Garrison, mgr. Gretna Grain Shipping & Mercantile Co.

Smith Centre, Kan., Nov. 3.—About ½ of wheat in farmers hands.—H. G. Moberley, mgr. Smith Centre Co-operative Grain Co.

Kensington, Kan., Nov. 4.—About 70% wheat remains in farmers hands.—C. M. Alspach, mgr. Farmers Grain & Lumber Co.

Formoso, Kan., Nov. 3.—About 5% wheat moved from farms.—J. G. Sturtevant, mgr. Jewell County Co-operative Business Ass'n.

Dodge City, Kan., Nov. 4.—Farmers holding bulk of wheat in this section; waiting for \$1.50 and expect it before long.—Davidson Grain Co.

MICHIGAN.

Lansing, Mich., Nov. 6.—Total number bus. wheat marketed in October at 79 elvtrs., 78 mills and to grain dealers is 405,153 bus.; estimated total number bus.

wheat marketed in 3 months, August-October, is 3,000,000 bus.—Coleman C. Vaughan, sec'y of State.

MINNESOTA.

Porter, Minn., Nov. 1.—Farmers holding grain for higher prices.—H. W. Speight, agt. Eagle Roller Mills Co.

Bricelyn, Minn., Nov. 1.—No new corn will be shipped from here this season.—C. F. Langworthy, agt. Speltz Grain & Coal Co.

Utica, Minn., Nov. 3.—Not much grain moving at present; not much will move until after freezing weather.—A. W. Cowles, agt. Cargill Grain Co.

MISSOURI.

Matthews, Mo., Nov. 3.—Corn being marketed in this section.—B. F. Swartz, Matthews Grain & Elvtr. Co.

La Due, Mo., Nov. 2.—New corn beginning to move at 45c.—Wm. Lee Pinkerton, mgr. La Due Grain & Supply Co.

Tipton, Mo., Nov. 2.—Wheat moving slowly; farmers holding for higher prices; oats being sold from machine at 5 to 7c above St. Louis prices.—R. L. Wehmeier.

NORTH DAKOTA.

Temvik, N. D., Oct. 28.—Shipped about 150,000 bus. grain last year; will ship 1/3 more this year.—C. J. Bieber, mgr. Farmers Elvtr. Co.

Kloses Siding (Jamestown p. o.), N. D., Oct. 24.—Threshing done in this vicinity; about 75% barley and wheat held by farmers.—J. R. Merrill.

Walcott, N. D., Oct. 30.—Shipped 80,000 bus. wheat last year; will ship 60% more from this station this year.—P. A. Fredrickson, agt. Northwestern Elvtr. Co.

Reeder, N. D., Oct. 29.—Will handle about 600,000 bus. wheat and 150,000 bus. oats, rye, barley and flaxseed; compared with an average of from 80,000 to 100,000 bus. all grain.—B.

Thorne, N. D., Oct. 28.—Will handle 125,000 bus. wheat, 35,000 bus. oats and 35,000 bus. barley; compared with 100,000 bus. wheat, 25,000 bus. oats and 25,000 bus. barley.—Arthur Parisian, agt. Andrews Grain Co.

Straubville, N. D., Oct. 28.—Will handle about 200,000 bus. grain; compared with 55,000 bus. wheat, 25,000 bus. barley, 35,000 bus. oats and 2,000 bus. flaxseed last year.—E. J. Garrity, agt. Northwestern Elvtr. Co.

OHIO.

Cincinnati, O., Oct. 26.—First car new corn arrived this week; graded No. 4 white; moisture content 19.4% and sold at 65c.—H. N.

OKLAHOMA.

Afton, Okla., Nov. 6.—Corn is moving slowly at present.—R. L. O'Neil, mgr. Afton Grain & Coal Co.

TENNESSEE.

Nashville, Tenn., Nov. 6.—Big receipts of corn are expected in a few weeks. Supply of grain on hand among farmers is larger than usual but when this is used up, there will be a big demand, it is expected.—S.

WASHINGTON.

Seattle, Wash., Nov. 1.—Little of the Big Bend's wheat crop has been moved. It is estimated that of the 3,000,000 bus. of wheat threshed in Douglas county, Wash., this year 65% still remains in the hands of the ranchers. Of the 35% that has been sold perhaps half has been moved

out of the county. Last year at this time the Great Northern R. R. ran special trains over the Mansfield line to carry the wheat. This year it can be hauled readily by the regular trains. The majority of the ranchers are awaiting for \$1 wheat at the shipping point.—D.

Exports of Grain Heavy.

STEAMER HAIGH HALL has cleared at Portland, Ore., for St. Vincent with 272,628 bus. of wheat.

STEAMER MINNESOTA has been chartered to carry a cargo of 396,000 bus. wheat from Seattle to the United Kingdom.

THE STEAMER YUMA recently brot a cargo of 250,000 bus. of Canadian wheat into Toledo. The grain is intended for export to Europe.

RUSSIAN SHIP Fahrwohl has cleared at Portland, Ore., for the United Kingdom with 19,437 bus. of wheat and 79,854 bus. of barley.

OFFERS of 45c per bu. for grain exports to Sweden on Nov. 1 failed to find a vessel at New York to carry the cargo. Ocean freights at Boston were also reported as excited and advancing.

GREAT NORTHERN liner Minnesota, which sailed early this month from Seattle for the United Kingdom, carried wheat totaling 12,000 long tons, the largest single grain shipment ever taken from the Pacific Coast.—D.

THE AMERICAN ship Dirigo has left Seattle with 4,900 tons of barley for Sweden. The vessel has a large American flag painted on each side of her hull and her name in letters ten feet high to guard against torpedoing.—D.

WHEAT export business has been on a very large scale and foreign advices make it appear that the demand for North America's wheat will be insistent for some months. The scarcity of good quality red Winter wheat and its greater value for interior milling purposes, makes it unlikely that further export business in volume will be accomplished.—L. W. Forbell & Co.

Exports of Grain Weekly.

	Wheat.	Oats.
	1915.	1914.
July 4, '14 to July 3, '15	314,473,000	192,348,000
July 10	1,890,000	5,758,000
July 17	2,049,000	5,087,000
July 24	1,548,000	7,711,000
July 31	3,809,000	8,196,000
Aug. 7	1,971,000	4,347,000
Aug. 14	3,841,000	3,425,000
Aug. 21	3,100,000	9,286,000
Aug. 28	4,302,000	8,643,000
Sept. 4	5,317,000	9,019,000
Sept. 11	4,788,000	7,440,000
Sept. 18	5,464,000	5,230,000
Sept. 25	5,793,000	6,483,000
Oct. 2	7,467,000	8,304,000
Oct. 9	10,030,000	6,368,000
Oct. 16	8,764,000	4,291,000
Oct. 23	8,985,000	4,917,000
Oct. 30	9,744,000	5,691,000
Nov. 6	8,963,000	5,866,000
Total	87,825,000	116,062,000
	34,349,000	22,905,000

The Grain Trade's Activity.

	1915.	1914.
WHEAT CROP, U. S., bus.	1,062,029,000	891,017,000
Wheat receipts, primary markets, July 1 to Nov. 6, 1915, bus.	195,734,000	241,542,000
U. S. Wheat exports, July 1 to Nov. 6, 1915, bus.	97,825,000	111,062,000
Argentine wheat exports, Jan. 1 to Nov. 6, 1915, bus.	93,652,000	37,174,000
Wheat visible supply, Nov. 6, 1915, bus.	29,622,000	67,941,000
Canadian visible wheat supply, Nov. 6, 1915, bus.	27,325,000	20,058,000
FLOUR EXPORTS, July 1 to Nov. 6, 1915, bbls.	4,772,100	5,031,000
OATS CROP, U. S., bus.	1,517,478,000	1,141,060,000
Oats receipts, primary markets, July 1 to Nov. 6, 1915, bus.	115,814,000	137,157,000
U. S. Oats exports, July 1 to Nov. 6, 1915, bus.	27,849,000	22,910,000
Oats visible supply, Nov. 6, 1915, bus.	17,067,000	33,053,000
CORN CROP, U. S., bus.	3,090,508,000	2,672,804,000
Corn visible supply, Nov. 6, 1915, bus.	3,150,000	2,901,000
Corn receipts, primary markets, July 1 to Nov. 6, 1915, bus.	257,000,000	232,871,000
U. S. Corn exports, July 1 to Nov. 6, 1915, bus.	122,110,000	92,562,000
Argentine corn exports, April 1 to Nov. 6, 1915, bus.	4,355,000	2,706,000
RYE EXPORTS, U. S., July 1 to Nov. 6, 1915, bus.	5,082,000	3,009,000
BARLEY EXPORTS, U. S., July 1 to Nov. 6, 1915, bus.	4,491,000	3,456,000
CHICAGO BOARD OF TRADE CLEARINGS, October, 1915.	\$11,116,452	\$19,381,510

Corn Movement in October.

Receipts and shipments of corn at the various markets during October, 1915, compared with October, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago	8,054,000	5,914,000	5,615,000	3,706,000
Peoria	2,111,700	733,400	694,885	406,882
New Yk.	1,647,400	.....	25,732	.....
St. Louis	1,137,600	1,008,000	504,210	621,710
Indianap.	935,000	465,000	269,000	180,000
Omaha	918,000	828,000	746,900	990,000
Milwaukee	660,535	685,950	629,315	697,341
Kan. City	545,000	425,000	395,000	272,500
Cincinnati	402,429	467,573	205,156	244,467
Minneapolis	368,680	433,440	195,710	278,100
Louisville	232,365	227,665	37,040	177,720
Toledo	175,200	127,000	19,000	40,100
Baltimore	119,029	111,083	.....	50
N. Orleans	118,540	.....	117,065	.....
Wichita	69,600	27,600	48,600	18,400
S. F. (tons)	882	472	.....	.....

Oats Movement in October.

Receipts and shipments of oats at the various markets during October, 1915, compared with October, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago	12,416,000	17,873,000	10,547,000	13,118,000
Winnipeg	9,684,300	4,738,500	4,114,180	2,322,040
Minneapolis	7,125,420	4,100,140	1,173,253	.....
New Yk.	3,988,700	.....	1,738,253	.....
Milwaukee	3,819,000	4,307,300	2,347,375	4,919,029
St. Louis	1,750,500	1,898,900	1,154,890	1,391,210
Baltim.	1,700,850	5,924,805	1,710,202	5,116,648
Omaha	1,489,200	1,871,700	1,071,000	1,855,500
Peoria	928,800	820,700	1,120,298	852,507
Indianap.	744,000	428,000	309,000	233,000
Cincinnati	729,363	367,765	731,388	270,487
Toledo	684,000	328,000	588,500	218,800
Louisville	672,325	223,400	516,535	226,555
Kan. City	664,700	741,200	177,800	403,500
Duluth	1,019,129	2,226,895	695,795	1,305,460
N. Orleans	44,035	.....	615,303	.....
Wichita	28,900	40,500	24,000	25,900
S. F. (tons)	3,105	2,337	.....	.....

Barley Movement in October.

Receipts and shipments of barley from the various markets during October, 1915, compared with October, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Minneapolis	5,748,470	4,247,450	4,942,720	4,639,620
Duluth	2,851,880	2,101,552	2,896,813	2,235,293
Chicago	2,890,000	4,037,000	518,000	867,000
Milwaukee	1,935,140	2,438,120	618,981	845,771
Winnipeg	1,467,700	872,100	.....	.....
New York	836,985	.....	861,023	.....
Baltimore	636,969	50,635	580,476	8,333
Peoria	355,000	317,800	146,498	153,905
St. Louis	197,570	351,200	22,460	65,520
Kan. City	149,800	57,400	142,800	35,000
Cincinnati	109,330	93,263	3,401	2,636
Louisville	92,350	75,900	1,800	.....
S. F. (tons)	40,196	63,643	.....	.....
Omaha	32,200	71,400	2,000	23,000
Toledo	3,000	5,000	.....	.....

Rye Movement in October.

Receipts and shipments of rye at the various markets during October, 1915, compared with October, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Minneapolis	1,414,010	845,550	773,640	520,830
Baltim.	1,360,473	1,415,020	1,325,352	899,180
Duluth	751,400	1,238,552	799,364	1,163,455
New York	735,750	.....	722,018	.....
Milwaukee	707,100	506,210	348,443	396,167
Chicago	503,000	347,000	513,000	252,000
Omaha	180,400	123,200	109,000	96,000
Cincinnati	107,845	17,863	74,960	6,215
Peoria	57,400	81,600	54,000	50,400
St. Louis	39,600	34,100	25,800	18,920
Indianapolis	31,000	2,000	13,000	.....
Kansas City	27,500	24,200	28,600	29,700
Toledo	14,000	9,000	14,200	12,200
Louisville	9,350	26,500	4,780	2,505
Wichita	3,600	.....	3,600	.....

SEVEN CARGOES of grain were exported from Philadelphia during the week ending Oct. 30. These were the Attulati, 404,000 bus. oats for Genoa; Cliftonian, 240,000 bus. wheat for Marseilles; Ranvyk, 382,000 bus. rye for Bergen; Ruth, 189,000 bus. wheat for Malmo; West Point, 80,000 bus. wheat for London; Westbury, 176,000 bus. wheat for Torre Annunziata and the Dominion with 56,000 bus. wheat for Liverpool.

Wheat Movement in October.

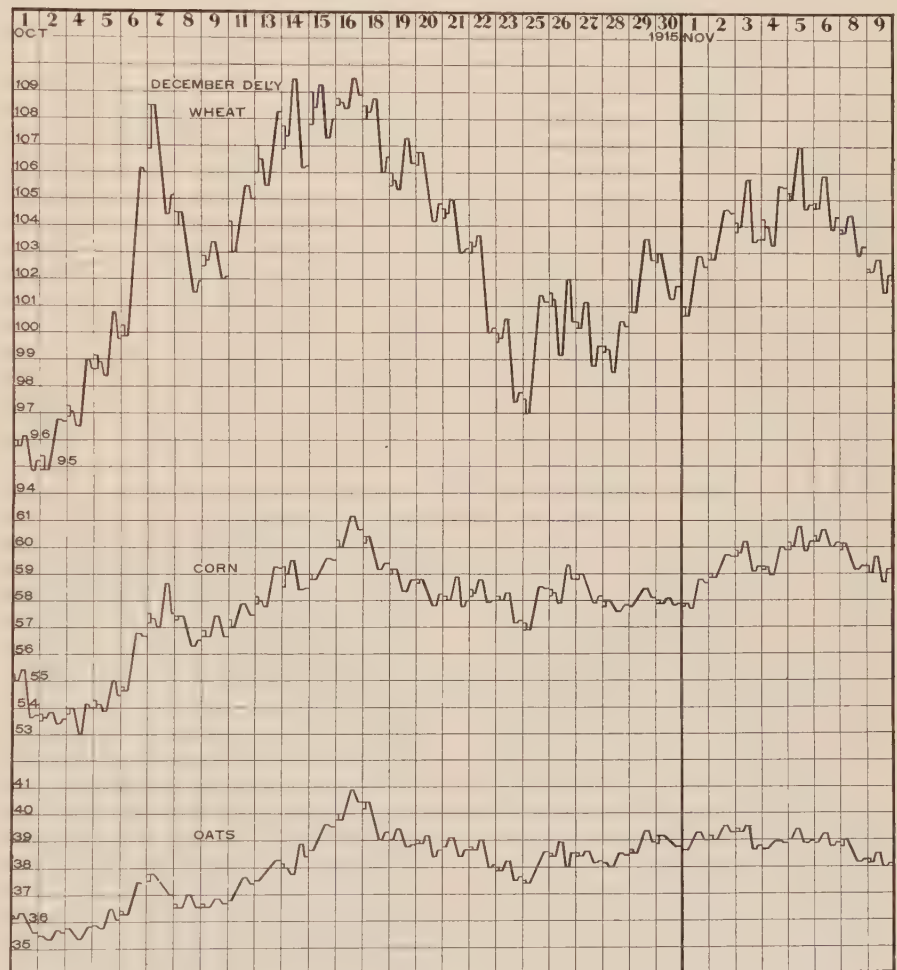
Receipts and shipments of wheat at the various markets during October, 1915, compared with October, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Winnipeg	58,443,750	14,125,450	.....	.....
Minne.	23,459,260	17,983,560	723,846	4,108,930
Duluth	23,035,551	12,675,564	19,550,241	9,795,284
New Yk.	16,337,600	.....	11,714,530	.....
Baltim.	7,748,544	2,064,982	6,125,347	1,295,861
K. City	6,698,760	8,407,800	4,580,550	7,041,600
Chicago	5,204,000	8,677,000	3,350,000	7,064,000
St. Louis	4,975,789	3,161,271	3,376,850	1,998,970
Omaha	2,719,200	2,035,200	1,376,460	1,522,800
Toledo	1,877,000	837,000	1,034,800	225,600
Wichita	1,680,000	2,056,800	1,370,000	1,458,000
N. Orleans	1,474,864	.....	3,567,810	.....
Milwauk.	1,092,500	1,562,125	383,997	1,692,910
Cincinnati	866,486	166,394	678,083	104,592
Louisville	562,860	303,700	12,475	55
Peoria	410,400	99,000	510,400	85,400
Indianap.	306,000	130,000	113,000	96,000
S. F. (tons)	21,895	15,912	.....	.....
Galveston	.....	.....	3,089,800	4,853,330

BOSTON EXPORTED 706,000 bus. of grain to England during week ending Nov. 6. Steamship Headley took 168,000 bus.; Evandale, 144,000 bus. wheat; Bay State, 80,000 bus. wheat and 50,000 bus. barley; Large Law, 120,000 bus. wheat; Canadian, 104,000 bus. wheat and the Marengo 40,000 bus. wheat.—M.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for December delivery at Chicago for the month of October and part of November, are given on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

	DECEMBER WHEAT.									
	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.
Chicago	101 1/2	100 3/4	99 1/2	100 1/2	102 1/2	101 1/2	102 1/2	104 1/2	103 1/2	104 1/2
Minneapolis	95 1/2	95 1/2	95 1/2	95 1/2	97 1/2	96 1/2	97 1/2	98 1/2	98 1/2	98 1/2
Duluth	95 1/2	95 1/2	95 1/2	95 1/2	98 1/2	96 1/2	97 1/2	98 1/2	98 1/2	98 1/2
St. Louis	101 1/2	101 1/2	99 1/2	100 1/2	102 1/2	101 1/2	102 1/2	104 1/2	103 1/2	104 1/2
Kansas City	97 1/2	96 1/2	95 1/2	95 1/2	97 1/2	96 1/2	97 1/2	99 1/2	98 1/2	98 1/2
Milwaukee	101 1/2	100 1/2	99 1/2	100 1/2	102 1/2	101 1/2	102 1/2	104 1/2	103 1/2	104 1/2
Toledo	115 1/2	116 1/2	115 1/2	115 1/2	117 1/2	116 1/2	118 1/2	117 1/2	118 1/2	117 1/2
*Baltimore	113 1/2	112 1/2	112 1/2	112 1/2	115 1/2	114 1/2	115 1/2	116 1/2	117 1/2	116 1/2
Winnipeg	93 1/2	93 1/2	93 1/2	93 1/2	95 1/2	94 1/2	95 1/2	96 1/2	97 1/2	97 1/2

DECEMBER CORN.

	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.
Chicago	58 1/2	58 1/2	58 1/2	57 1/2	58 1/2	57 1/2	58 1/2	59 1/2	59 1/2	59 1/2
Kansas City	53 1/2	54 1/2	53 1/2	53 1/2	53 1/2	54 1/2	55 1/2	55 1/2	55 1/2	55 1/2
St. Louis	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	56 1/2	56 1/2	57 1/2	56 1/2

*October delivery to Nov. 1; then November.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Good Foundation for Crib.

Grain Dealers Journal: To avoid having our new corn crib blown over by the first heavy wind storm we anchored it in concrete, and the method has proven very successful. We first set 12-foot cedar posts two feet into the ground, one post for each side, in line with the studding. The concrete was then placed to give a solid foundation. Boards are nailed to both posts and studding, and with the posts extending two feet into a thick bed of concrete we believe we have an anchorage which will weather the hardest storm.—J. W. Tanner, Independent Grain & Lumber Co., Imogene, Minn.

Your Cost of Handling Grain.

Editor Grain Dealers Journal: Referring to your invitation to dealers to submit articles on the cost of handling grain based on their personal experience, I think such a course would be of benefit to the other fellow only as it made him sit down and "figger" his own cost of handling. Each station has its own problems to work out that differ from others in some of their details. About the only advice to be given a dealer to enable him to find himself, is an outline or basis on which to figure. With this he can easily find his cost of doing business and by dividing it by the number of bushels handled readily find the cost per bushel.

Among the items entering into the cost of operating an elevator are found the following: Interest on value of plant and on cash used in business, insurance, taxes, lease rentals if any, repairs, cost of power, such as fuel, oils and other supplies, labor, which should include a reasonable compensation for the owner or owners if the business is conducted by an individual or partners, who give their time to the business. Shrinkage by cleaning, loss of moisture, and losses in transit that are uncollectible. Then losses from misgrades is an item that is usually overlooked. The dealer who figures these various shrinkages for the first time will be surprised by their amount. Losses from declining markets are usually protected by advances and do not need to be taken into consideration unless a person allows it to become a one-sided affair.

Before figuring on the matter the writer had always thought three cents per bushel ample margin, but after investigating it found that four to five cents was more like it. The number of bushels necessarily handled has a great deal to do with the matter. One hundred thousand bushels can hardly be handled at less expense than twice that quantity therefore the two hundred thousand bushel stand can handle at less margin or make more by handling at same margin. The latter is the wiser course as it avoids friction and at the same time fills the pocket more rapidly. Grain dealers owe it to themselves and also their competitors to make

a thoro investigation of this matter and be governed by their findings.—C. O. Barnhouse, Agosta, O.

Hot Grain Will Not Cause Fire.

Grain Dealers Journal: In the last number of the Journal the question is asked, "Did heating grain ever set your elevator on fire?" With over 25 years of country elevator experience I believe it impossible for hot grain to cause a fire.

Personally I believe 90% of the elevator fires are caused by agents, and indirectly by booze. Agents are paid from \$75 to \$100 per month, but still some of them will spend from \$1.50 to \$5 per day for whiskey. The company which is the victim of such an agent often gets a fire instead of a cut off, as that form of "cut off" is more satisfactory to the agent than one by the traveling auditor.

If all elevator companies would hire only honest, clean men, pay them a salary of \$100 per month and have them bonded with a responsible concern, it would reduce country elevator fires 95%. When an elevator company discovers its agent running a brewery in the elevator the traveling superintendent or auditor should be sent at once, before the agent burns the house.

This type of agent is invariably the one who has a fire just when he is called upon to account for his stewardship. One such fire that I know of occurred even while the auditor was at the elevator to take a cut off.—H. E. Kinney, Carseland, Alta., Canada.

Adjustment of Galveston Flood Loss.

Grain dealers and railway officials met Nov. 5 at the Skirvin Hotel, Oklahoma City, Okla., to consider adjustment of the loss on the grain damaged in the storm of Aug. 16 at Galveston.

D. J. Donohue of Ponca City, pres. of the Oklahoma Grain Dealers' Ass'n, presided. The conference resulted in the naming of a joint com'te of ten, five representing the carriers and five the shippers. The grain dealers will be represented by D. J. Donohue, Frank Kell, Wichita Falls, Tex.; George A. Harbaugh, Alva, Okla.; C. T. Neal, Kansas City, Mo.; Jules G. Smith, Fort Worth, Tex.

The railways will be represented by T. Fay, Houston, Tex., receiver for the I. & G. N.; G. S. Waid, Houston, Tex., general manager of the S. P.; F. G. Pettibone, Galveston, Tex., general manager of the Santa Fe; J. H. Hill, Galveston, general manager of the G. H. & S. A.; W. A. Webb, Dallas, Tex., chief operating official M., K. & T.

A final adjustment meeting will be held at a place to be selected by Mr. Donohue. C. E. Metzler, the grain salvage expert of Chicago, was agreed upon to represent all interests in directing the handling, conditioning and sale of the grain, which was contained in 650 cars into which the water rose to a depth of 22 inches, causing a loss approximating \$384,000. By prompt action the grain has been recovered and put in condition and will be exported at an early date.

STANLEY COBB and Margaret Corn were recently married at Fort Worth, Tex. When Stanley "shelled out" sufficient money for the license the clerk wished luck to the Missouri meerschaum combination.

Natural Shrinkage Facts Considered by Interstate Commission.

The natural shrinkage deduction of $\frac{1}{4}$ and $\frac{1}{4}$ of one per cent, which was knocked out in the district court of Nebraska, was also attacked before the Interstate Commerce Commission as unreasonable by the A. B. Crouch Grain Co., of Ft. Worth, Tex., and in an opinion given Oct. 5 and just announced the Commission holds that plaintiff did not marshal a sufficient array of facts to prove the rule unreasonable, and dismissed the complaint. Should the question come up again and the shippers present additional and convincing testimony to show that the alleged shrinkage is negligible in quantity the Commission would hold the rule unreasonable. Thus this ruling by the Commission does not establish a precedent. The ruling follows in full:

Complainants are corporations, copartnerships and individuals engaged in the grain business at Fort Worth, Tex. By complaint, filed Nov. 27, 1914, they allege that the rules published in various issues of tariffs of southwestern lines named as defendants, providing for deductions, in the adjustment of claims for loss of grain in transit, of certain percentages of the loading weights as representing natural shrinkage were unreasonable and in violation of sections 1, 3 and 20 of the act. Reparation is asked in the amounts of such deductions alleged to have been made, under the rule, from claims filed by complainants and paid by defendants for loss and damage on interstate shipments of grain.

A representative rule, in southwestern lines' tariff 32-N, I. C. C., 890, is as follows:

Where there are recognized state, board of trade or grain exchange weights arrived at at points of origin and points of destination under usual form of agreement, also when weighed under special agreement with the Western Railway Weighing Association, having first had recognized weights at points of origin as provided above, in the adjustment of claims for loss, the allowance to be deducted for natural shrinkage will be, on wheat, flaxseed, rye, oats, barley, C. L., one-eighth ($\frac{1}{8}$) of one (1) per cent; and on corn one-quarter ($\frac{1}{4}$) of one (1) per cent.

As no testimony was adduced in support of the alleged violation of sections 3 or 20, only the question of the reasonableness of the rules attacked is presented.

Complainants contend that the rules are unreasonable because they are inflexible and provide for arbitrary weight percentages, whereas the actual shrinkage is variable. Complainants testified that their experience has shown no uniform shrinkage; that it varies according to weather conditions, the season of the year, the grade of the grain, the length of the haul, and climatic differences between points of origin and destination, and that some times it is very slight. In some cases shipments have arrived at destinations overweight. Complainants admit that this might have been attributable, partially at least, to scale variation, but insist that under appropriate conditions grain, particularly kiln-dried corn, will absorb moisture and gain weight in transit.

Defendants submitted data relative to grain weights collected by a com'te representing both grain shippers and grain carriers. These data cover the period from January, 1911, to February, 1912, and represent several thousand carloads of bulk grain. The variations between the loading and unloading weights are analyzed and classified under road haul, cross town and setbacks. In every case the grain was loaded and unloaded at markets served by impartial weighing organizations and was transported in well-coopered cars without leakage or loss. The analysis apparently shows a preponderating but variable shrinkage, averaging 0.208 per cent on all grain. A relatively small percentage of overweight shipments appears, although many cars unloaded heavier than they loaded. Other computations from statistics of cars which showed leakage in transit indicate an average loss of weight of 0.493 per cent. A report rendered to the com'te described above by an expert of the United States Department of Agriculture, introduced as an exhibit, shows that in a specified number of carloads of corn for corresponding periods of time, carefully weighed and scientifically tested for moisture content at indicated intervals, road

hauled or set out on sidings, losses in weight by evaporation ranged from 0.04 per cent to 3.65 per cent. The average loss shown in four experiments varied from 0.18 per cent to 1.01 per cent.

Seven cars of shelled corn, which arrived at Baltimore, Md., hot and which were held there for eight days, showed losses during that period of from 1.65 per cent to 2.04 per cent, or about 200 pounds per day. Six lots of shelled corn stored on well-protected hopper scales during periods ranging from about one month to about four months and tested at frequent intervals showed an average loss by evaporation of 0.395 per cent.

Defendants also introduced a series of exhibit covering numerous carloads of grain moved to and from elevators at Chicago and from Kansas City, Mo., and Council Bluffs, Ia., to other destinations, which showed variations in pounds between the loading and the unloading weights. Substantial shortages preponderate, but some instances of overweight and of even weight appear. A similar exhibit covering a large number of carloads of grain loaded out of and back into an elevator at Kansas City shows a loss in weight in every case.

Defendants admit that the shrinkage is not uniform, but insist that their rules for calculating it are both practicable and reasonable. The loss is invisible, and in Baltimore Chamber of Commerce v. P. R. R. Co., 15 I. C. C., 341, we recognized the impossibility of absolute precision in a fixed schedule of deductions intended to meet varying conditions, although the subject was there involved within narrower limits than here. The record indicates that the deductions in question were fairly conservative, and upon all of the facts disclosed we find that the rule assailed is not shown to be unreasonable. The complaint therefore will be dismissed.

Rock Island Grain Dealers Meet.

The Rock Island Grain Dealers Ass'n, composed of Colorado, Kansas and Missouri elevator operators, held a meeting on Oct. 23 at Flagler, Colo., discussing means of finding a better outlet for the grain grown in that part of the country. An opportunity was also afforded by the gathering of dealers to cultivate the acquaintances previously made.

R. Lowe, Seibert, Colo., acted as chairman, and suggested that similar meetings be held monthly in the future, for the discussion of new ideas in the management or operation of a grain elevator. One important discovery, made by the individual dealers, is that the big prices paid for grain according to some farmers, are largely imaginary.

Dealers in attendance were: J. H. Alexander, Genoa, Colo.; J. E. Ansel, Vona, Colo.; W. Borders, Stratton, Colo.; Hugh Baker, Burlington, Colo.; F. Eckert, Flagler, Colo.; H. Hulshinger, Norton, Kan.; W. Lavington, Flagler, Colo.; R. Lowe, Seibert, Colo.; F. Mosher, Rexford, Kan.; D. F. Mosher, Arriba, Colo.; F. S. Staples, Flagler, Colo.; H. Stuke, Kansas City, Mo.; E. B. Wilson, Vona, Colo.; J. Strehen, Oberlin, Kan.; J. Stramp, Genoa, Colo.; W. Stramp, Jennings, Kan.; and H. Von Scheutz, Jennings, Kan.

GRAIN BUYERS interested in the bill paying ability of the farmer should work hard for the better care of this year's corn crop on the farm. Try to get local newspapers to co-operate if possible. Talk selecting and assorting, narrow cribs, extra ventilators and good roofs over all places used for corn storage. Many farmers say the cheapest and most effective way to sort corn is to have one man at the cribs for each two or three huskers, this one man to throw all poor corn aside or into a special crib, and the balance into the regular cribs. The poor corn should be fed on the farm as soon as possible. The good corn will keep and be fit for feed or market later on.—Quinn-Shepherdson Co., Sioux Falls, S. D.

"Sunny Jim" Hooper, Oat King, Retires.

James K. Hooper, pres., Hooper Grain Co., Chicago, on Nov. 4 announced to the trade his decision to terminate the business of the company at the earliest date possible, and retire, on account of his delicate health, from all commercial activities. Mr. Hooper had long cherished the idea of leaving the business of the Hooper Grain Co. in the hands of his son and the late E. G. Brown, and the death of Mr. Brown a few months ago, led Mr. Hooper to discontinue the company entirely.

James K. Hooper has devoted more than 40 years to the grain trade. He was born at Walpole, N. H., 64 years ago, and spent the first 15 years of his grain connection on the road selling flour and grain. In that time he represented in the east many of the largest shippers thruout the west, most of which have since retired from business.

While in the east Mr. Hooper organized, with his two brothers, the firm of Hooper Bros., Portland, Me., and Hooper & Co., Boston, Mass. Coming to Chicago in 1890 he was made manager of the cash grain dept of Irwin, Green & Co., remaining in that capacity for five years. In 1895 he formed with D. S. Lasier the copartnership of Lasier & Hooper, that firm continuing until the dramatic failure of John R. Walsh, who was a financial supporter of the firm.

Directly after the failure of his first business venture in Chicago Mr. Hooper reorganized as the Lasier & Hooper Co., he retaining the office of president in the new company. Upon the subsequent retirement of Mr. Lasier the style of the company was changed to the Hooper Grain Co., with James K. Hooper con-

tinuing as the dominating factor and retaining the presidency of the company, until his present retirement. While the original firm of Lasier & Hooper Co. carried the burden of 12 stockholders, Mr. Hooper and E. G. Brown were the only two remaining in the Hooper Grain Co., taking over the shares of the other ten. Since organization the company has prospered.

Mr. Hooper has always been a strong advocate of specializing and for many years has confined his entire energies to the handling of oats. Mr. Hooper's success in oats he says, has been worked "from the ground floor on the basis of the nimble sixpence." The business reached its high mark in 1914, when 31,274,000 bushels were handled.

To handle this tremendous volume of business the Hooper Grain Co. required elevator capacity of 750,000 bushels. The company owns the Atlantic Elevator and operates under lease the Grand Trunk Western house, both at Chicago. Improvements to the two plants during 1914 provided for the shipment of 100 cars daily.

The selling of oats under a brand originated with Mr. Hooper, and "Sunny Jim" oats, looked upon as a standardized grade in many eastern markets is one result of his marketing foresight. The brand was named after himself, his associates in business having applied that name to Mr. Hooper many years ago.

Mr. Hooper has not been so busy during his many years on the Board but what he has had time to affiliate with the city's best clubs and ass'ns among which are: The Union League, South Shore Country, Chicago Ass'n of Commerce, New England Society, and the Beverly Country Club in which he has always been a leading spirit. Together with his friends he organized the institution and made possible its success.

Mr. Hooper has not made any plans for the future, but is assuring his friends that for the next several years he will be "the champion" loafer. And his friends agree that his activities of the past 40 years have earned for him a long and enjoyable vacation.

REPORTS from Genoa, Italy, indicate that four cargoes of wheat and one of oats from Newport News, Va., arrived recently in heated and musty condition. The Consul General, in making the complaint, suggests that in the future American shippers use greater care in the storage of grain, and that they make certain when loading, that the grain will stand shipment.

TOTAL ACREAGE of wheat, barley and oats in South Australia for 1915-16 is estimated at 3,594,057, an increase of 411,168 over the last crop year. Acreage of wheat is 3,192,381, barley 87,686 and oats 313,990. Of the wheat acreage under crop 621,515 are rated as below the average, 1,486,421 are equal to average, while the balance is above the average.—Commercial Attache W. C. Downs, Melbourne.

JUTE SACKS are scarce in Chile owing to the high first cost of the jute and the lack of vessels to transport the material from India. As a substitute a paper sack from Germany is being successfully used. This is made of strips of paper, doubled or twisted in combination with a small quantity of short vegetable fiber. It is said these sacks stand much hard usage and several shipments before wearing out.—Consul T. W. Voetter, Antofagasta, Chile.



James K. Hooper, Chicago, Will Retire.

Missouri and Kansas Dealers at St. Joseph.

One of the most successful local meetings ever held by the Missouri Grain Dealers' Association was held at St. Joseph on Oct. 28. Sec'y Gunnell had invited Northeast Kansas dealers to be present and about 30 came.

The forenoon was devoted to getting acquainted.

The meeting in the afternoon was called to order by Sec'y Smiley, who introduced J. L. Frederick of St. Joseph as the presiding officer of the meeting.

Mr. Frederick called on T. R. Warrick, St. Joseph, who on behalf of the St. Joseph Grain Exchange welcomed the visiting dealers.

He said: It is highly important that the dealers present from the three states of Nebraska, Missouri and Kansas should cooperate. The shipping of your grain to a nearby market is decidedly to your advantage. I trust you will at least give our market one trial, which we believe will lead to more business to our mutual advantage.

Sec'y J. A. Gunnell of the Missouri Grain Dealers Ass'n: "All grain ass'ns are of benefit to both shippers and receivers. Our Missouri Ass'n has shown a continuous and healthy growth since its organization and we now have a membership of almost 350, and we hope soon to have 500 members.

We are anxious that our members act as a unit and not as individuals. In this way we can avoid being the tool of the politicians and not be the means of creating political jobs for incompetent persons.

Sec. Gunnell called attention to the work of the Ass'n in preventing the increase of freight rates, and the establishing of equal rates for shipment of equal distance. In a few cases we have had advances in freight rates, but as a whole our freight rates are on a much better basis than heretofore.

We need a scale inspection dept. for our Ass'n. The R. R.'s have made a proposition that for a fee they will inspect all grain shippers' scales providing the Missouri Grain Dealers' Ass'n will endorse the work.

The Oklahoma Grain Dealers Ass'n has this arrangement with the railroads in that state and all parties concerned are well satisfied.

We have deferred recommending this plan to our Ass'n until we may meet at our next annual convention.

Sec. E. J. Smiley read the following paper:

Over Competition.

How often do we see men located in the same town or building, having equal facilities for doing business, who are constantly looking for an opportunity to take advantage of their competitors. They realize at the time that they are resorting to some sharp practice and what the final result will be, and, tho they may profit temporarily by the transaction, they realize that in the end they will lose rather than profit, and precipitate a feud that will probably be of long standing.

At some centrally located point, where two or more dealers are located, a grain fight is started; profits are lost sight of, each one of the principals striving to prevent his competitor from doing any business, or doing it at a loss. Merchants in the surrounding towns soon learn that their customers are delivering their grain to the centrally located town, and there purchasing their supplies. They do not appear to realize that business may be done at this central point at a loss to the principals, but in this they are not at all interested. They are looking after their own interests.

The agitator visits the dissatisfied merchants in the town, and attempts to con-

vince them that if there were enough elevators located in his town the same prices would be paid that were being paid in the centrally located point. He secures the cooperation and assistance of the merchants in interesting the farmers, and in a short time he sees additional elevators located. This agitator, who is usually a curbstone orator, is usually ignorant of conditions surrounding the grain trade. He supplies himself with daily papers containing the market report, and skillfully points out to the unsuspecting merchant or farmer that No. 2 hard wheat sold at \$1.08 per bushel on the St. Joseph or Kansas City market on a certain date. It may be that he is ignorant of the fact that the class of wheat grown in the territory in which he is assisting in building another elevator is of such quality that it would not bring on these markets from 5c to 7c per bushel of the price quoted. Few of them having had any actual experience, they can not tell or give a faint idea of the actual cost of handling grain.

The mischief is done; the towns surrounding the central point where the trouble was started find themselves with additional elevator capacity that was not needed. In most instances stock companies are formed and the merchant and farmer take stock in these concerns, and quite often at the expiration of a year or more these stockholders are called on to pay an assessment to make up a deficit caused by attempting to do business without figuring the cost.

Every elevator owner and operator should endeavor to ascertain what it costs him to handle a given amount of grain, or the cost per bushel for handling grain for a period of one year. He should be able to explain to his farmer customers what it has cost him per bushel to handle that grain. When we do this and take our farmer friends into our confidence, and show them by undisputable figures that the margin of profit we are receiving for doing business is reasonable, this agitation that has swept the country will cease.

I have the utmost confidence in the good judgment of the American farmer, especially the Kansas farmer, and I firmly believe that if he is shown that you are only receiving a reasonable margin of profit on the grain you are handling he will grant you this right without complaint.

C. L. Parker, Sabetha, Kans., spoke as follows on "Buying Grain by Grade":

Buying Grain on Grades.

This is a subject in which each of us should be very much interested, for there is not one among us but has suffered because he has not been careful enough to buy strictly according to grades.

We must realize that the only way we can sell grain to a terminal market or anywhere where there is an inspector is to sell it according to established grades. Anytime we buy on any other basis we know that we are taking a chance, or, in other words, letting ourselves believe that possibly we can put one over on the fellow at the other end.

Wheat on a line between No. 3 and No. 4 is the kind of wheat with which we have to deal mostly in our territory this year. We have a car load of wheat of about 56 to 57 pounds test, which is undoubtedly good enough to grade No. 3 wheat. We also have No. 4 wheat of 55 pounds test for which we have paid a No. 3 price. Our problem is to realize some profit if we can on the No. 4 wheat for which we have paid a No. 3 price. It is a common practice for country shippers to mix in a few loads of the heavy No. 4 wheat, thinking that the whole car will pass inspection as No. 3, and he will thereby get out all right on the high price he has paid for the poorer wheat. Such is not usually the case, however, for if the terminal inspector is a competent one he will detect this wheat, either in the form of light or damaged grains or in the test weight.

The inspector is often blamed for not grading our grain as well as we think he ought, and in many cases he does make a mistake, but in the one I have just mentioned he certainly is not to blame, as it can readily be laid to the shipper who has not bought it according to grade.

The average country dealer usually has a good stock of excuses to make to himself for paying more than a certain grade of grain is worth, but probably the most common excuse we hear is that we have to do it to meet competition. This is usually the case where there is personal feeling between dealers in the same town or in close neighboring towns, and especially where one of the dealers is a farmers elevator. There is no practice that will

bring more trouble and financial loss to dealers than this.

When the dealer makes a price to one farmer that is too high, according to grade, he has this man's neighbor to reckon with, and a financial loss if he pays the same relative high price to all.

Another excuse we hear for overbidding is that we do it to gain the personal interest or good will of a certain customer who may have a good round lot of some kind of grain to sell, or who we think we may impress with the idea that our competitor is not bidding as he should and thereby gain this particular farmer as a customer. This is a great mistake, I believe, as a majority of farmers know something of the value of grain, and nothing pleases them better than to get two dealers bucking each other.

While the average farmer does not thoroughly understand the cost of shipping grain and the various expenses which are attached to it, yet as a rule he has some idea of it and I frequently have them call my attention to the margin between my price and the price their particular grade of grain is bringing at the market. It has been my experience that it is better to make a bid on a lot of grain, allowing for a reasonable margin of profit which a farmer can see, even tho he thinks the margin is too much, than to make him a price which is almost up to the Kansas City price, so that he cannot see where the dealer's profit is to come from. He knows well enough that any business must have a profit to exist, and in a majority of cases he will think the dealer is bound to get his profit in some way that is not honest.

There are a good many other reasons we hear for not buying strictly according to grade, but the two I have mentioned are probably the most common, and either of them is bound to result not only in financial loss to the buyer and a corresponding gain to the seller, but will also sooner or later result in making the farmers dissatisfied, and will put business on an unsound basis.

It is a hard matter to determine grades this year when we have so much difference in wheat, but if all of us would use our best judgment in grading and not let these outside influences have any weight with us, we would be able to buy much closer to the actual grades than we do.

Buying New Corn on the Government Grades: On account of the short crop last year, very few of us have had the pleasure of buying any corn from the country since these grades have been used. We were only too glad to buy any kind of corn at any price, as there was a home market for it. But I believe that we will have to be more particular in grading corn than we have been in the past. Most of the corn has ripened so uneven that there will be some frostbitten and soft corn in nearly every field.

In the last few years that we raised any corn a good many of us have been used to working it direct to the South and West on our own weights and grades, but on account of the way the present crop is distributed it seems now that the only thing we can do is to work it through terminal markets where it will be subject to inspection according to the new grades.

This means that we will have to be more particular in grading the corn as it comes from the country than we have been. It may not be necessary for every elevator to have a moisture tester, but I think every one should be equipped at least with the nested corn sieves and in localities where there is any amount of soft or immature corn it would pay to have a one or two compartment moisture tester.

Taking everything into consideration, it seems to me that if we would buy all our grain strictly according to grades, using the same standards of value for everyone it would result in the business as a whole being put on a better basis and thereby bring, not only more financial gain to the dealer, but also more satisfaction to our customers.

R. E. Herrington of Baker, Kans., was unable to be present in time to speak on the Cost of Handling Grain.

Sec'y Smiley said: "Bankers know what it costs to do business, but grain dealers as a rule do not know what it costs to handle grain. Most dealers only know how much money they have to their credit at the end of the year. He then read the statements of costs to different dealers presented by V. E. Butler of the Grain Dealers Ins. Co. at the Indianapolis meeting last June and pub-

lished on page 809 of the Journal for June 10, 1915.

I suggest that you dealers have this statement printed in your local papers and thus dispel the false ideas prevalent in many producer's minds as to the costs of doing business.

In 1914 only two members of the Kansas Grain Dealers Ass'n defaulted on their contracts, so far as I know.

We today have 126 farmers' elevators as members of our ass'n. We have demonstrated to these cooperative ass'n's that we produce results.

W. S. Washer of Atchison read the following:

Are the Proposed Federal Grades on Wheat and Oats Practicable?

Dr. Duvel, at the Peoria Convention of the National Ass'n, made the statement that the Department of Agriculture was not in a position to submit even tentative standards, and solicited suggestions from the producing and grain interests of the entire country.

Grades on Wheat.—Dr. Duvel seems to be inclined to favor the dockage system, now in use in the spring wheat territory. The Doctor admits it is not as well adapted to the winter wheat country. It has long been my contention that this dockage system was a fair one and I believe if it were uniformly adopted, that the farmers and dealers will market their wheat in much better condition and eliminate many of the evils which now exist.

If all wheat were bought from the farmer on the dockage basis and he had ocular demonstration of the fact that he was being docked for the apparent dirt that the screens show before his very eyes, it is more than likely it would have a tendency toward better seed selection, better cultivation, more careful threshing and marketing of the commodity.

This dockage system was in effect in this territory within my recollection and I have never heard of any especial good reason for its abandonment.

Tentative Grades: In reference to the practicability of tentative grades which may be suggested by the Department of Agriculture, it is well to remember that no new grades on any kind of grain can be made successful, except by uniform adoption and uniform practice.

We have a set of corn grades now in force in all the principal markets of the nation and under the authority of the Department of Agriculture, which I believe to be eminently fair and just, yet if the dealers do not apply these grades literally and do not buy and sell their grain upon the basis of their application, all the good that might be accomplished in the way of better producing and marketing of corn will have been lost.

It is my belief that all terminal mar-

kets will insist on a moisture test for each car of corn hereafter and that the larger markets are preparing to apply the rules and regulate and base their prices upon the basis of what these tests show. It therefore behooves both local and terminal dealers alike to accustom themselves to the purchasing and selling of corn on the basis of Federal Rules, and if we have a subsequent application of further rules for other kinds of grain, it will be correspondingly easy for us to understand, to appreciate and to apply.

F. R. Warrick, St. Joseph: We should realize that a new era has arrived in the handling of grain, but many farmers do not realize this. Grain is sent to market with entirely too much dirt in it. I took 2650 pounds of sand out of one car of wheat. Last fall I took 840 pounds of good black dirt out of one car of dollar wheat.

Tense competition among dealers causes them to take dirty and clean grain at the same prices, when discounts ought to be made on off-grade and dirty grain.

The Grain Grades Act was endorsed, after which the meeting adjourned to enjoy an automobile ride which included an inspection of St. Joseph's new public elevator and a drive to the country club.

At 7:30 a fine banquet was served to about 150 dealers. Everybody enjoyed the five course dinner after which a program of pleasing vaudeville numbers and after-dinner speeches was given.

A rising vote of appreciation was extended to the St. Joseph Grain Exchange for the hospitality shown. This concluded the evening's entertainment.

CONVENTION NOTES.

Everybody wore "pumpkin face" badges.

W. S. Washer said it felt fine to be a returned "rookie."

The sole representative from Nebraska was A. B. Wilson, Nebraska City.

Iowa dealers present were M. R. Chandler, Blockton; C. C. Flanley, Sioux City.

Frank Kaucher & Son distributed blue print booklets describing one of their elevator plans.

Machinery and supply men present were H. R. Miller, reptg. Richardson Scale Co.; Omaha, Neb.; F. W. Copley, J. H. Peck and E. L. Heidenreich, Kansas City.

St. Louis sent Isaac Motter, reptg. Marshall Hall-Waggoner Grain Co.; S. T. Marshall, reptg. Nansom Commission Co.

Kansas City delegation: W. C. Goffe and Tod Sloan, Goffe, Carkener & Co.; W. W. Simmons and A. Freeman, Ernst Davis Grain Co.; G. M. Vogt, Neola Elvtr. Co.; E. A. Sullivan, Morrison Grain Co.; C. I. Howel, Russell Grain Co.; Allen Logan, F. O. Zimmerman and W. B. Lathrop; P. B. Harper, reptg. Moss Grain Co.; W. H. Marshall; F. W. Hoebel; and Henry Lichtig of Henry Lichtig & Co.

Kansas grain dealers present were C. L. Alspach, Kensington; J. E. Andrews, Carden; E. N. Bailey, Baileyville; W. A. Blair and C. H. Blanke, Atchison; John Brant, Robinson, and F. Busenbarrick, White Cloud; J. E. Clark, Doniphan; D. S. Coleman, Oneida; H. J. Connett, Ax-tell; Geo. Craven, Sumerfield; C. A. Geiger, Robinson, and W. T. Graham, Horton; C. D. Kinnear, Powhattan; Roy and R. J. Lewis, Home; D. Lukens, Atchison; T. L. McCormick, Leona, and J. McMannis, Goffs; T. J. Pace and C. L. Parker, Sabetha; J. H. Pauly, Purcell; L. C. Pierce, White Cloud; L. M. Pratt, Wetmore; B. Sloan, Hiawatha; M. J. Steiner, Price; B. E. Stratton, Powhattan, and W. S. Washer, Atchison.

Missouri grain dealers present were E. A. Allgeier, Easton; G. F. Birt, Cosby; T. H. Christian, Rock Port; R. R. Clark, Weston, and W. T. Crews, Bigelow; H. L. Everson, Forest City; P. B. Fisher, Rea; C. F. Fisher, Jameson; W. H. Frederick, King City; W. R. Gabber, De Kalb; W. S. Gifford, Curzon, and A. C. Grace, De Kalb; J. F. Hughes, Osborne; C. A. Hursh, Bolckow; R. D. Kinkade, Coffey; L. L. Lawrence, Craig; H. F. Leet, Maryville, and J. C. Lutes, Grant City.

A. P. Mauphin, King City; J. C. McKee, Westboro; H. L. McClain, Agency; J. D. McClintock, Fairfax; Chas. Moore, Barnard; W. E. Mullen, Cosby, and H. Musselman, Jamesport; W. C. Porter, Easton; C. B. Talbott, Laclede; L. L. Teare, Craig; D. Van Meter, Bolckow; Earl Walters, Barnard; F. Ward, Craig, and O. D. Wertemberger, Cleardale.



Snap Shots of Grain Dealers at St. Joseph Meeting.

Some of the Men I Have Met in the Grain Business.

BY V. E. BUTLER.

As I sit in the peace of my den and revel in a soothing smoke, the picture of the past years unfolds itself before my mind's eye, like the reels of a moving picture show. The fun of the grain business is as mirth provoking as Charlie Chapman.

I see in one grand procession some of the finest types of men and some not so fine. As they appear upon the screen of memory I call to mind some of the peculiarities of each, and I begin to wonder what particular trait of character in each individual made his success in business. As they pass by I pick those that have failed and those that have prospered, and try to mark to a given line the reasons for their failure or success. Some have lived for the sole purpose of making money that brot them no pleasure. In the end they lost it and passed to the ranks of the down and outs.

Others have lived for the pleasure of getting something out of their money-making besides making more money and have continued to prosper. Some have a hobby for turning all their efforts towards getting what they call the Almighty Dollar, while others get the Almighty Dollar to ride a hobby. It is the ones who have a hobby to ride that have made a success of the grain business.

These hobbies furnish the fun in the picture, and as the procession passes I see one that is a golf fiend, one a disciple of Isaac Walton; another a hunter of big game; another a lover of the game of politics; another a lover of fine stock. There goes one who gets his pleasure out of a fine farm; here is one whose hobby is raising fine seeds; another a mighty duck hunter; here comes one who takes an interest in all public affairs of his home town, and so on thru the reels of twenty years or more.

The picture comes down to the present and into my mind comes the memory of one who has more hobbies to the square inch than any of the others, for he has all those mentioned, and then some.

If you ever go to Worthington, Minnesota, call on B. P. St. John of the St. John Grain Co., and get him started on a story of fishing, shooting big game or ducks, politics, raising fine stock, the cost of raising grain on his fine farm, or how to raise good seed grain, or about his home town and you will know what I mean by riding hobbies. Then talk to him about the grain business and you will find that is a hobby with him also. Then you will understand why men with a hobby other than their business are usually a success. They are enthusiastic about whatever they take up and that enthusiasm extends to their business as well as their hobbies. Ben, as every one calls him, has been in the grain business for a good many years and is, perhaps, the best known grain man in southwest Minnesota. He has devoted a great deal of time to his hobbies and has been a success in each of them, and is a success as a grain man.

In late years he has given a great deal of time and attention to the cultivation of seed corn suitable for that section of the country and much of the success of the surrounding country as a corn raising section must be credited to him.

A larger part of his success as a grain man is due to the fact that he has studied the needs of his section, has performed

a service that is appreciated by the community and his business has prospered.

Have you a hobby? If not, get one, ride it hard, and get some enthusiasm; be a St. John in your community and twenty years or less from now some will be smoking their pipes of peace viewing the reels of time and you will live in the minds of men as being a success.

Local Meeting of Iowa Grain Dealers.

About fifty grain dealers in the vicinity of Fort Dodge attended a luncheon at the Wahkonsa Hotel, Tuesday, Nov. 9th, under the auspices of the Western Grain Dealers Ass'n, for the purpose of discussing the problem of buying and handling the new crop of corn.

Each grain dealer was called upon to state the conditions in his locality as to yield and quality of the corn, amount of old corn and oats back in farmers' hands and the disposition on the part of the farmers to sell same. Also as to the amount of cattle and hogs being shipped in to feed.

It was the unanimous sentiment of the dealers present that the new corn should not be purchased or contracted until after December 1st; that farmers should be encouraged to crib the corn and cure it on the farms thus putting it into the best merchantable condition possible in order that the dealers might handle the same with less possibility of loss on account of deterioration in quality and consequently be able to purchase corn on a narrower margin of profit with more safety than can be done if the farmers are disposed to market the corn in its unmerchantable condition.

The dealers who had made tests of corn found the moisture content enormous, varying any where from 18 to 50 per cent.

The question of "cool and sweet corn" was discussed at considerable length and there seemed to be considerable misunderstanding as to what the terms "cool and sweet" really mean. That is, whether or not cool and sweet corn should be sound and free from cob rot and damaged kernels.

It was the general opinion that country shippers were taking extraordinary chances in selling corn on the basis of "cool and sweet" on arrival for the reason that there is no official inspection on cool and sweet; that corn sold on such terms is in fact subject to the private grading of the buyer and that the selling of cool and sweet corn is not a safe practice for country shippers unless they have well defined contracts with the buyers.

The grain dealers were much surprised at the amount of old corn back in farmers' hands as reported by those present, the reports varying from fifteen to seventy-five thousand bushels of old corn as being still in farmers' hands so that it seemed as if there was approximately one million bushels of old corn back in the farmers' hands at the forty or fifty stations represented at the meeting.

It was the general opinion of each of the dealers that there was more than a usual amount of old oats back in farmers' hands.

The sentiment of the dealers present was also very much opposed to the idea of contracting new corn from the farmers for December delivery on any basis and it was suggested that the corn be purchased from farmers on the basis of sample grade taking the average sale at Chicago as a basis, and if the corn proved to be better than sample, to allow the

farmer whatever premium he would be entitled to.

THE GRAIN DEALERS JOURNAL is a welcome visitor to my desk twice a month.—H. E. Kinney, Carseland, Alta, Canada.

THE CANADIAN Grain Standards Board met at Winnipeg on Oct. 28 to discuss the percentage of wild oats in contract grades of grain.

OUR ADVERTISING in the Journal for an elevator man brot many answers of various importance.—V. L. Wright, sec'y, Indianapolis Elevator Co., Indianapolis, Ind.

THE LARGEST CARLOAD of oats ever received at Minneapolis arrived on Oct. 22 from T. H. Cousins, Sykeston, N. D. The car contained 3,380 bus., weighing 108,160 lbs.

THE GOVERNMENT has seized 41,250 lbs. of beans shipped in 250 bags by Post Bros., Hammond, Ind., to Chicago, alleging that the beans are affected with anthracnose.

CONGESTION OF BUSINESS caused the North American Telegraph Co. on Oct. 28 to report that messages could not be accepted for Europe by wireless via Sayville, N. Y., until further notice.

THE ANNUAL CORN DANCE of the Cheyenne Indians was held late in October near Watonga, Okla., to celebrate the ripening of the corn crop. This is the second corn dance of the year, the first being held in the spring shortly after the corn begins to sprout.

THE WORD FOREX, set in a design with the letter X, and surrounded by a heavy black oval border, has been registered by the Los Angeles Milling Co., Los Angeles, Cal., as a trade-mark for its cornmeal, cracked wheat, flaked oats, and other cereal poultry feeds. The company has also registered the same trade-mark without the border.

FOR ALLEGED ADULTERATION of beans shipped from Vassar, Mich., to Baltimore, Md., by the Reliance Milling Co., judgment for condemnation and forfeiture was issued by the Government on July 16, 1914, and it was ordered that the product be delivered upon payment of all costs of proceedings and the execution of bond in the sum of \$300.

OPENING OF THE DANUBE after an idleness of 15 months, has given the central powers of Europe a water connection with Turkey, and Berlin reports indicate that the river is already the scene of much activity. All available barges and tugs have been pressed into service, and 20,000 carloads of corn and farm produce is waiting exportation to Germany and Austria-Hungary.

A GRAIN DOOR has been invented by Charles Cordoneir, Hutchinson Terminal Elevator Co., Hutchinson, Kan. The main feature of the door is that it becomes a permanent part of the car when attached, handy when needed, and out of the way when the car is used for freight other than grain. The door is of iron but is said to be no heavier than the wooden doors now used.

SUBSTITUTION in shipments of rice from Hongkong to the United States and Africa is reported as causing considerable difficulty. Samples have been counterfeited, and orders filled with inferior rice. The substitution involves so slight a departure from standard grade that it is seldom discovered by the importer at the time received, but the variation is sufficient to give the unfair competitor the business.

Bloomington Holds Corn Show.

King Korn reigned supreme in the large coliseum at Bloomington, Ill., during the week of Nov. 1 to 6. The building was attractively decorated for the occasion with contributions from McLean county farmers. More than 300 exhibits were in readiness when the show was thrown open Monday afternoon. A full month of work had been required in preparing the entries and building, but the enthusiasm of the thousands in attendance well warranted the time and money spent on the project by Bloomington's live grain men and others.

To create the palace it was necessary to rebuild the exterior of the Coliseum, as shown in the engraving, using a false cover of lumber, to which the corn and grasses were artistically attached. Over 1,000 bushels of corn were required in the decorations, together with five wagon-loads of alfalfa, five loads of corn stalks, one load of sudan grass and hundreds of pumpkins.

The central attraction from the point of decoration, on the interior, was a large ear of corn, set upon a raised platform and surrounded by the exhibits of McLean County's boy farmers. The ear of corn was 30 feet long and 7½ feet in diameter and made of a wooden framework to which was tacked hundreds of ears of corn to represent kernels. This ear is illustrated herewith.

The platform around the ear was divided into small compartments in which were placed ten ears of prize corn for each boy farmer and the pumpkins, fruits and vegetables of the girl exhibitors.

One corner of the large building was devoted to the school exhibit, reproducing the prizes from McLean county schools, which were awarded first honors at the 1915 state fair, held recently at Springfield. This exhibit also contained maps, constructed entirely of corn, showing the state of Illinois and McLean county. An entire side of the building was given over to small booths for individual exhibitors, such as elevator companies, seed firms, grain companies and produce concerns.

Plenty of music and vaudeville entertainment was mingled with the more instructive part of the program. Prof. James H. Greene of Illinois University delivered a series of lectures on grain,



Immense Ear of Corn Designed for Bloomington Corn Show, Prize Ears of Corn Representing Kernels.

vegetables and fruit. He was assisted by Prof. W. L. Burlison, also of Illinois University. Prof. Burlison, with H. A. Winter, Wenona, judged the corn exhibits, and both men when not acting in the official capacity of judge were delivering lectures to small groups on the value of growing better grain and produce.

Among the interesting lectures delivered during the week were "Corn Production," "Marketing Corn on the Hoof," "Illustrated Corn Talk," and a lengthy and instructive talk on silos. All of the lectures were delivered by the extension dept of the college of agriculture, a branch of the state university.

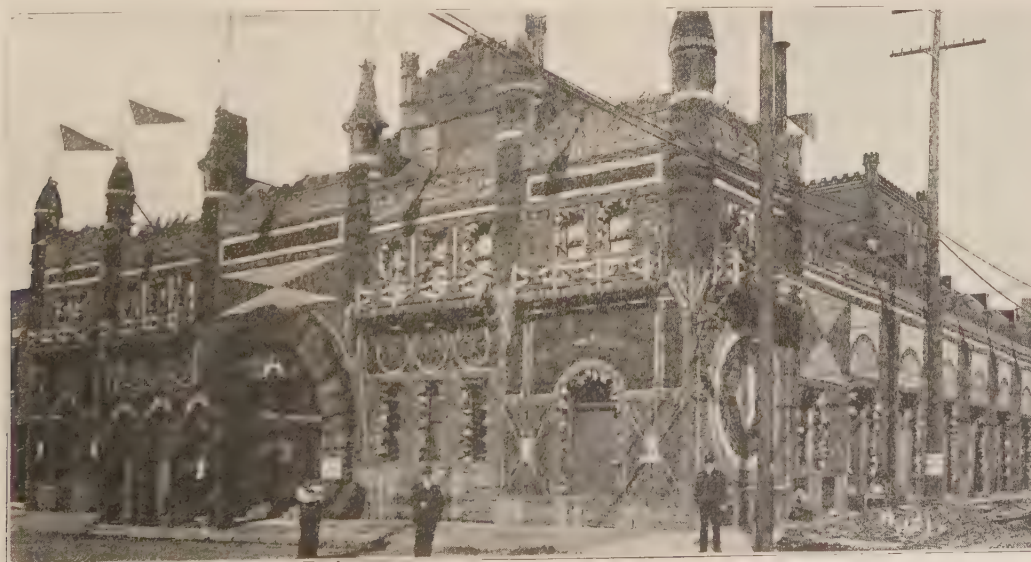
The grain exhibits, for which cash prizes of from \$1 to \$20 were offered, were the ten best ears of yellow or white dent corn; best single ear; best bushel basket of yellow or white corn; best ten ears of yellow, white or red pop corn; the longest ear, heaviest ear; best hill of corn, including roots, stalk and ear. Hard and soft wheat, with white and yellow oats, were entered in a separate class, also calling for cash prizes. Judging the junior corn growers' exhibits created more excitement than any other item of the week. These exhibits each com-

prised ten ears grown from specially selected corn, and each boy was awarded a Junior Corn Growers' Button. Township winners received diplomas.

The grain men of Bloomington, to whom much credit for the success of the venture is due, believe that the 1915 show is merely the forerunner of bigger things to come. They believe the show this year was on a par with those held for years in the west, and predict that next year the Bloomington Corn Palace will be in a class by itself.

"TRAVEL ON GRAVEL" is one of the slogans adopted recently by the farmers of Iowa in their campaign for better country roads. Delegates to the next convention of the Farmers Grain Dealers Ass'n of Iowa will wear badges advocating gravel roads thruout the state.

THE RATE of exchange by steamship lines in payment of ocean freights was recently discussed by the Montreal Board of Trade and representatives of the Shipping Federation and the Canadian Pacific Steamship Service. The fixed rate adopted is 9½%, or \$4.86½ to the pound sterling.



Exterior of the Bloomington Corn Palace, Showing Arrangement of the Different Grains in the Scheme of Decoration.

Seeds

HOUSTON, O.—We have installed Clipper Seed Cleaner.—Farmers Elevator Co.

THE ROSS SEED CO., Louisville, Ky., has recently installed a seed laboratory.

THE W. H. DANCER Seed & Grain Co., Boswell, Okla., has been recently organized.

E. C. DAVIS Seed Co., St. Peter, Minn., has been incorporated with a capital stock of \$50,000.

CONDON BROS., seed dealers of Rockford, Ill., have moved to larger and more suitable quarters.

THE HOLMES-LEATHERMAN Seed Co. has been incorporated at Canton, O., with a capital stock of \$25,000.

SHANNON CITY, IA., Oct. 26.—Timothy seed yield 3 bus. per acre; quality fair.—Shannon City Grain Co.

SPECIAL EXHIBITS of seed corn will be on display at the annual corn show held Nov. 17-20 at Altoona, Pa.

KLOSES SIDING (Jamestown p. o.) N. D., Oct. 24.—Flaxseed frosted; nearly all grading No. 2.—J. R. Merrill.

ARISPE, IA., Oct. 26.—Timothy seed yield 2½ bu. per acre. Acreage larger than last year.—B. S. Petrie.

GUILFORD, Mo., Oct. 27.—Timothy seed crop a failure because of heavy rains.—W. Y. Ross, agt., Shannon Grain Co.

STOKES SEED FARMS Co., Philadelphia and Moorestown, N. J., has taken over the business of the Johnson Seed Co., Philadelphia.

WHITE CLOVER seed from a 16-acre field near Twin Falls, Ida., has brot a return this fall of \$5,712, yielding 17 bushels to the acre.

THE KIRKLAND Distributing Co., Columbia, S. C., has installed a seed department, including modern machinery for the cleaning of seed.

THE PRODUCTS of alfalfa will be used in the manufacture of a new flour by the Alfalfa Products Co., now being organized at Warsaw, Ind.

A YIELD of 350 bus. of flaxseed per acre is reported at Cutbank, Mont. It is believed locally that this yield, from a 10-acre field, is a record breaker.

THE FARMERS Mutual Seed Ass'n has been incorporated at Chicago, Ill., with \$60,000 capital stock by A. A. Berry, J. F. Summers, A. F. Galloway and J. F. Sinn.

Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during August, 1915, compared with August, 1914, and for the eight months ended Sept. 1, 1915, compared with the corresponding period ended Sept. 1, 1914, as reported by A. H. Baldwin, chief, Bureau of Statistics, were in pounds, as follows:

	August, 1914.	August, 1915.	8 mos. ended Sept. 1, 1914.	8 mos. ended Sept. 1, 1915.
IMPORTS:				
Castor beans, Bus.	40,483	16	819,160	675,801
Flaxseed, bu.	597,089	1,497,609	5,725,677	9,049,872
Red Clover.	133,722	31,360	4,729,602	7,962,800
Other clover	4,281,096	1,255,625	14,351,218	7,552,681
Other grasses ..	2,745,736	510,067	28,590,379	22,577,065
EXPORTS:				
Clover	8,289	87,833	2,696,273	5,875,696
Timothy	633,239	521,816	8,417,381	11,108,128
Other grasses ..	107,578	83,219	2,654,429	2,181,185
Flaxseed, bu.	59	271	23,605	4,416
EXPORTS OF FOREIGN SEEDS:				
Clover				17,531
Other grasses ..		1,394	85,401	22,242

YIELD of beans for Michigan this year is 32% less than the 10-year average from 1905 to 1914, inclusive, owing to excessive moisture and anthracnose.—C. C. Vaughn, Sec'y of State, Lansing.

NISHNA VALLEY Seed & Milling Co., Hamburg, Ia., is moving, remodeling and repairing its elevator, and is constructing a new crib for ear corn. Burrell Engineering & Const. Co. has the contract.

THE BUTLER County Kafir Corn Carnival was held at Eldorado, Kan., during the week ending Oct. 23. Many exhibits of kafir, milo and feterita were shown, and the attendance is estimated at 25,000.

JOS. E. WING, head of the J. E. Wing Seed Co., Mechanicsburg, O., died recently. Mr. Wing was considered an authority on seeds and was the author of many articles on seed and agricultural subjects.

THE YOUNG-RANDOLPH SEED CO., Owosso, Mich., is building a new seed warehouse for the storage and cleaning of seed. The building is of brick, two stories and basement and will be completed by Nov. 15.

MICHIGAN'S yield of beans per acre is 8.66 bus. for the state, 8.61 in the southern counties, 8.79 in the central counties, 8.15 in the northern counties, and 8.12 in the Upper Peninsula.—C. C. Vaughn, Sec'y of State, Lansing.

THE OUREN SEED CO., Council Bluffs, Ia., with a capital stock of \$100,000, succeeds the Shugart-Ouren Seed Co. Officers of the company are C. G. Ouren, pres.; F. R. Davis, vice-pres.; J. P. Davis, sec'y, and E. H. Gregory, treas.

COLFAX, IND., Nov. 3.—Clover seed crop is of poor quality and very disappointing in yield, owing to heavy rains thruout growing and filling seasons. Not over 15% will be carried over until spring, as the poor quality did not encourage storing.—J. W. Wile.

THE WAMEGO SEED HOUSE & Elevator, Wamego, Kan., has filed complaint with the Interstate Commerce Commission, alleging unreasonable and discriminatory

rates over the Union Pacific Ry., in favor of Millard, Neb. Complainant asks for reasonable rates and reparation.

CLOVER SEED acreage harvested in Michigan on Nov. 1 was 64% for the state, 56% in southern counties, 71% in central counties and 83% in the north. Harvesting is completed in the Upper Peninsula. Average yield per acre in bushels is 1.41 for the state, 1.18 in the south, 1.50 in central and 2.06 in the northern counties. Upper Peninsula yielded 3.17.—C. C. Vaughn, Sec'y of State, Lansing.

From the Seed Trade.

TOLEDO, O., Nov. 6.—Past season's crop of clover and alsyke seed has been disappointing in yield and quality. Some seed was carried over from the 1914 crop, but this is being held by the grower for higher prices. What little there is of the 1915 crop is being marketed freely; timothy seed is of little consequence in this state.—Henry Hirsch.

NORTH PLATTE, NEB., Nov. 10.—Sweet clover seed, white blossom, is less than a normal crop owing to too much rain, and is selling at \$20 per 100 lbs. Threshing is about completed. No alfalfa seed, but some good millet. Cane is fair but not a

Government Seed Crop Report.

Washington, D. C., Nov. 8.—The yield per acre of flaxseed is estimated by the Crop Reporting Board as 9.8 bus., against a 10-year average of 8.8, and the quality 0.7% below the average. The production is 18,446,000 bus., against 15,559,000 in 1914 and 19,501,000 the average for 1909-13. The production of other seed crops for the past 3 years, expressed in percentages of a full crop, follows:

Crop.	1915.	1914.	1913.
Beans (field).....	63.0	82.1	76.0
Alfalfa seed	70.4	77.3	89.4
Broom corn	73.4	79.1	50.3
Clover seed	67.6	70.2	80.5
Kafir corn (grain)....	94.7	96.4	52.3
Millet seed	82.1	75.1	62.1
Peanuts	91.1	89.4	84.3

Clover seed.

State or territory.	Yield per acre		Production.	Grain sorghum.	
	1915.	1914.		Yield per acre.	Production.
	1915.	1914.	Pct.	1915.	1914.
N. Y.	2.5	2.8	70	....	....
N. J.	1.0	1.0	100	....	....
Penn.	1.3	1.5	62	....	....
Del.	3.0	3.5	75	....	....
Md.	1.9	2.5	65	....	....
Va.	2.2	2.0	65	....	....
W. Va.	2.8	1.8	78	....	....
N. C.	2.9	2.4	90	....	....
Ga.	2.5	....	....	....	....
Ohio	1.0	1.5	42	....	35.5
Ind.	1.0	1.6	48	25.0	25.0
Ill.	1.4	1.4	60	....	....
Mich.	1.3	1.9	56	....	....
Wis.	2.0	2.1	73	....	....
Minn.	1.8	2.2	68	26.0	30.0
Iowa	1.4	1.7	40	25.0	32.5
Mo.	1.7	1.5	70	32.0	30.0
N. D.	2.0	2.3	70	....	....
S. D.	1.2	1.5	77	13.0	28.0
Neb.	1.5	1.8	50	18.0	26.0
Kan.	1.8	2.0	75	26.0	22.0
Ky.	1.8	1.5	85	....	27.2
Tenn.	1.9	1.6	84	24.0	26.4
Ala. ....	....	6.0	....	....	20.0
Miss. ....	....	7.2	....	17.0	16.2
La. ....	....	5.8	....	....	23.3
Tex. ....	....	....	....	32.0	31.0
Okla. ....	....	3.5	....	26.0	20.0
Ark.	2.0	....	89	28.0	25.0
Mont.	3.5	2.0	100	....	....
Wyo.	4.5	3.3	130	....	....
Colo. ....	....	....	....	22.0	20.0
N. M.	4.7	....	....	28.0	27.5
Ariz. ....	....	....	....	35.0	33.0
Utah	5.0	5.0	100	38.0	35.0
Nev. ....	....	8.0	....	45.0	50.0
Idaho	5.4	4.6	130	....	....
Wash.	4.0	4.0	90	....	....
Ore.	3.1	2.6	73	....	28.3
Cal.	4.5	4.0	85	35.0	32.0
U. S.	1.70	1.96	67.6	28.4	25.1

Production compared with a full crop.

Clover Seed Movement in October.

Receipts and shipments of clover seed at the various markets during October, 1915, compared with October, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago, lbs.	921,000	596,000	596,000	124,000
Milw., lbs.	1,378,726	1,125,170	1,375,944	591,955
Cincin., sacks	4,999	3,254	2,162	2,680
Toledo, bags	8,658	9,540	824	1,867
N. Y., bags .....	....	....	4,765	....

Timothy Seed Movement in October.

Receipts and shipments of timothy seed during October, 1915, compared with October, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chi., lbs.	5,578,000	3,469,000	5,283,000	2,511,000
Milwau., lbs.	797,800	177,440	279,806	215,090
Cincin., sacks	10,824	9,465	9,160	9,387
Toledo, bags	5,593	3,524	1,131	1,298
N. Y., bags .....	....	....	400	....

Flaxseed Movement in October.

Receipts and shipments of flaxseed at the various markets during October, 1915, compared with October, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Minne.	1,038,180	1,890,040	80,040	98,210
New York	693,700	....	....	....
Winipeg	272,650	753,500	....	....
Duluth	230,927	1,366,770	114,701	801,535
Chicago	207,000	415,000	4,000	3,000
Milwaukee	127,557	88,330	....	2,420
Kan. City	2,000	5,000	....	....

heavy crop. No seed of any kind left over from last year.—North Platte Sweet Clover Seed Co.

TOLEDO, O., Oct. 30.—Toledo's large receipts and high quality the deciding factor for the moment. We predicted it would take real seed to bring about a decline. Nearly ten thousand bags received this season to date is a tidy total and really much more than the trade figured on. With the carry over, Toledo's stocks are about 18,000 bags. The quality attracted much attention. It came from the far west, mostly Idaho. Some think they have more left and it will come out if prices again go to \$13 or better. The latter price was the magnet that drew it here to date. The steady stream of seed finally caused the October premium to narrow up. All October trades were filled.—J. F. Zahm & Co.

TOLEDO, O., Nov. 6.—Large arrivals of clover seed from the far west were the feature of late October and early November markets. Seed shipped from the west during October and not received until November swelled this week's arrivals to 3,729 bags, against 1,531 last week. Shipments were large for November at 2,087 bags. Total November on last year's large yield were 2,320 bags. Average November shipments 1,500 bags. Most of the western seed available for this market has probably been received. Their crop was marketed close. Eastern dealers invaded the far west and bot liberally. Receipts here are expected to decrease. November receipts usually show a falling off from October. Last year they were 7,630 bags; 6,920 in 1913; 8,364 in 1912 and 3,350 in 1911, the short crop year. With the exception of the far west the yield is very disappointing. Reports from Missouri, Indiana, Michigan, Ohio and Kentucky show a small yield. These indications point to light receipts and small accumulations. The question

of imports is getting much attention. One seaboard house writes that imported seed has been bot in considerable quantities. Most of it will arrive in December and January. A rough guess indicates 60,000 bags of imported seed for the season. Another eastern house says the stocks of foreign seed are limited and there is still an enormous consumption of seed to some extent. A Missouri house says many farmers in that section will plant alsyke instead of clover, owing to disappointing experiences with the latter.—Southworth & Co.

Government Not to Seize Hand Picked Beans.

The Department of Agriculture has recommended seizures of "cull" beans in sacks and of beans in cans which were found upon examination to contain considerable percentages of beans which were wholly or in part filthy, decomposed or putrid.

"Cull" beans, in the opinion of the Department, usually contain considerable percentages of beans which are wholly or in part filthy or decomposed and are therefore adulterated.

Under the Federal Food and Drugs Act, beans, in common with other articles of food, are adulterated if they consist "in whole or in part of filthy, decomposed, or putrid animal or vegetable substance." The shipment in interstate commerce of such beans for food purposes is prohibited by the Act. No objection is entertained, however, to the interstate shipment of "cull" beans for industrial purposes or for use other than as food for man if they are first treated by grinding or otherwise so as to render them unavailable for use as food for man.

The Department, in an announcement issued Oct. 27, states that it is informed that dry pea or navy, medium, and kidney beans intended for use as food for man are sent customarily by the growers to elevators where the beans are sorted by hand-picking so as to eliminate the beans which are wholly or in part filthy, decomposed, or putrid. It has been represented that in the process of hand-picking nearly all moldy or musty beans are removed, but that it is not practicable to remove all beans which are slightly decomposed. The Department has not recommended the seizure of dry and mature pea or navy, medium, or kidney beans which have been hand-picked in accordance with good commercial practice.

J. W. Helme, pure food commissioner of Michigan, who attended the conference at Washington which resulted in the issuance of the foregoing ruling, says:

In the conversation that resulted it became evident that for a year and a half the Government has been investigating the bean situation. We saw many samples in the laboratory—some were opened in our presence. All showed evidence that the canning of cull beans by canners of many states has been extensively carried on.

From the spirit shown by Dr. Alsberg it was evident he proposes to stop this abuse. When I suggested that those beans in the culls that were slightly affected with anthracnose had a food value that should be saved and asked if the Department could not make some toleration as to the canning of such beans, Dr. Alsberg showed that even if the culls contained 50 per cent of such beans and they could be purchased for half the price of Choice Beans, after they were picked they would cost more per bushel than good Choice Hand-Picked Beans.

Dr. Alsberg was firm on the point that no cull beans should be shipped except in such form that they could not be used for canning; hence, the order that all cull beans must be ground before shipment may be made.

It was evident, from samples examined by us in the laboratory, that many canners had been abusing the privilege granted in allowing cull beans to be shipped, and there seemed to be no practicable method of stopping this order except by the prohibition of the shipment of culls.

The Parker Corn Co.

The Parker Corn Co., recently organized at Kansas City, Mo., with \$30,000 capital stock, will make a specialty of shipping country run grain direct from points of origin to destination, providing for the buyer not only country run grain but a benefit in freight rate as well. A general receiving and shipping business will be conducted in all coarse grains, corn, oats, kafir and milo.

J. F. Parker, president of the company, has been engaged in the grain business for the last 15 years, being connected with the Fisher Grain Co., for the last five years in the capacity of secretary.

C. H. Manning, secretary, was formerly with the Terminal Elevator Co., and has been a member of the Kansas City Board of Trade for several years. Recent photographs of the officers are reproduced herewith.

In this age of specializing the idea of an exclusive corn company has met with favor among the trade and the firm has enjoyed a good volume of business since its organization. Prospects for the future, with the able men in charge, are flattering, and the company has the best wishes of the Southwestern trade.



J. F. Parker, Kansas City, Mo.



Chas. H. Manning, Kansas City, Mo.

Grain Carriers

THE CHESAPEAKE & OHIO Ry. has lifted its embargo on wheat, oats and rye for export thru Newport News, Va.

A SHORTAGE of cars suitable for wheat loading is reported by grain dealers along the central branch of the Missouri Pacific.

BLODGETT MILLING Co., Janesville, Wis., has complained of the C. & N. W. rates on wheat from Janesville to Chicago.—P.

SIX FREIGHT STEAMERS have been chartered by the Southern Pacific Ry. to relieve the congestion at the port of Galveston.

INTERSTATE COMMERCE COMMISSION has further suspended until May 7 the proposed increased rates on grain from Manitowoc, Wis.—D.

NAVIGATION on the Erie Canal will be continued until Nov. 30 for the accommodation of shipments of wheat and oats from the west.

INTERSTATE COMMERCE COMMISSION will hear at Sioux City, Ia., on Dec. 10, complaint of the M. King Elevator Co. v. the C. B. and Q. Ry.—P.

INTERSTATE COMMERCE COMMISSION has scheduled for hearing at Omaha on Dec. 9, the case of the Trans-Missouri Grain Co. v. the C. B. & Q. Ry.—P.

COMPLAINTS against the rates on grain to Arkansas points will be heard by the Interstate Commerce Commission at Springfield, Mo., on Nov. 29.—P.

QUAKER OATS Co. has been awarded \$637.50 from the Illinois Central Ry. on account of unreasonable switching charges on oats from and to Cedar Rapids, Ia.

COMPLAINT of the Kansas City Millers Club against the A. T. & S. F. Ry., will be heard by the Interstate Commerce Commission on Dec. 22, at Kansas City, Mo.

ILLINOIS CENTRAL RY. has announced further reductions of the in-bound rates on grain from Mississippi stations to Memphis, Tenn. Reductions average from 1c to 4c.

THE PENNSYLVANIA RY. Co. is asking for prices on from 3,000 to 7,000 additional freight cars, in addition to the 2,000 now being built in the Company's shops at Altoona, Pa.

HEARING will be held at Tampa, Fla., on Nov. 18 before the Interstate Commerce Commission in the case of the Miller-Jackson Grain Co. v. the Pontiac-Oxford & Nor. Ry.—P.

L. H. PETIT GRAIN Co., Hutchinson, Kan., has filed suit against the C. R. I. & P. Ry., for \$131.37, alleging shrinkage in a carload of wheat shipped from Mullinville to Hutchinson.

GREAT LAKES carriers have been warned by the Dep't of Commerce against overloading grain vessels, and the various shipping companies are sending letters of caution to their captains.—D.

WITHDRAWAL of switching charges on grain between the Farmers Elevator Co. siding at Ridge Farm, Ill., and the C. C. C. & St. L. Ry. has been approved by the Interstate Commerce Commission.—D.

CANADIAN PACIFIC RY. has made a rate of 14.22c per bu. on wheat from Fort William to the seaboard, making shipment all rail, after the close of navigation, cheaper than the present lake and rail rate.

NORDSTROM-RICHTER Grain Co., Omaha, Neb., has been awarded reparation by the Interstate Commerce Commission, which found that an unlawful rate above 10.1c had been assessed on certain shipments.

STATE PUBLIC UTILITIES Commission of Illinois has authorized an increase in the rates on hay from 9th to 8th class when shipped in carloads between Illinois points. Rate on less than carloads has been reduced from 1st to 3rd class.

ILLINOIS CENTRAL RY. has been ordered by the Interstate Commerce Commission to refund \$153.35 to the Neola Elevator Co., for unreasonable rate applied on three carloads of shelled corn shipped from Fonda, Ia., to Kansas City, Mo.

THE INTERSTATE COMMERCE COMMISSION has suspended to May 12 the tariff of the St. L. & S. F. Ry. providing for withdrawal of regulations permitting grain products to be stopped in transit and re-forwarded on the basis of thru rates.—P.

INTERSTATE COMMERCE COMMISSION has ordered the St. Louis, Iron Mountain & Southern Ry. to refund \$54 to F. W. Brode & Co., on account of unreasonable rate charged on a carload of cottonseed meal from Texarkana, Ark., to Lebo, Kan.

THE STEAMER W. Grant Morden which cleared at Port William recently with the record cargo of 476,250 bus. wheat, arrived safely at Buffalo after a slight delay at the Soo locks. The cargo was 6,250 bus. larger than any previous shipment of wheat to pass thru the locks.

INTERSTATE COMMERCE COMMISSION recently heard protests at Fort Worth, Tex., against the raising of the freight rates on corn from Galveston to interior points. The advance was to become effective more than a year ago but its enforcement has been withheld from time to time.

LOUISVILLE, Henderson & St. Louis Ry. has been given permission to establish the same milling in transit rate on alfalfa hay in car loads from East St. Louis, Ill., to Owensboro, Ky., for manufacture into feed at the latter point, as applies on alfalfa meal between the two cities.

THE TRANSPORTATION COMMITTEE of the Louisville Board of Trade will be known in the future as the Traffic Bureau. The scope of the Bureau has been enlarged to furnish rates, routings, etc., and it will also have authority to handle cases of discrimination against local shippers.

A. T. & S. F. Ry. has been ordered by the Interstate Commerce Commission to pay the Pasadena Milling Co., \$30 as refund on overcharges on corn from Iowa to Nebraska; and the Great Northern Ry., \$85 to Russell Miller Co., for overcharges on wheat from Broadview, to Billings, Mont.—P.

THE BALTIMORE & OHIO RY. has increased its order recently placed for freight cars, from 2,000 to 4,000, and on Nov. 1 ordered 30 new locomotives. The cost of the new equipment is approximately \$3,000,000. The New York Central has ordered 6,000 freight cars, and the Santa Fe, 30 locomotives.

AN OVERCHARGE in the freight rate applying on shipments of corn made by Charles Vincent and I. T. Rhea, grain dealers of Nashville, Tenn., was recently called to the attention of the Interstate Commerce Commission by the grain men, who alleged that the Louisville & Nashville charged, for carrying grain, at the rate of 13c per 100 lbs. instead of 10c. The Commission has found the lower rate correct and ordered reparation in the amount of \$300.

EMBARGOES have been placed on shipments of grain from the Pacific Coast to Atlantic ports via the Panama Canal, owing to the unprecedented rush of business following the recent canal blockade. It is expected that the embargoes will be lifted shortly as extra steamers are being provided to handle the business.

THE LAST VESSELS of the season will leave western lake ports Nov. 30. After Nov. 10 shipments of lake-and-rail freight will be accepted only subject to the provision that if tonnage on hand exceeds vessel's capacity the amount left over at close of navigation will be sent to destination all rail at shipper's expense.

CHICAGO & ALTON RY. has been ordered by the Interstate Commerce Commission to change its rates on grain from interior Missouri points to Chicago and St. Louis to eliminate discriminations in favor of Chicago. Complaint was filed by the St. Louis Merchants Exchange, and the case is being held open so the Alton may realign its rates.

TRANSIT PRIVILEGES on grain and grain products in carload lots from Ohio and Mississippi River crossings over the Queen & Crescent Ry. have been granted Chattanooga, Tenn., by the Interstate Commerce Commission, effective Oct. 27. The same privilege became effective on grain and grain products over the Central of Georgia on Oct. 13.

LEHIGH VALLEY RY. has notified Kansas shippers that it will accept no further shipments of grain products destined to other than Lehigh Valley and Philadelphia & Reading points. Shipments for export via New York or Philadelphia will still be handled. This action was necessary owing to the heavy export movement at this time, the company fearing that coast terminals may become congested.

INTERSTATE COMMERCE COMMISSION has found that joint class rates on bulk shelled corn from stations in South Dakota and Iowa to Kansas City, Independence and St. Joseph, Mo., Leavenworth and Atchison, Kan., from Sept. 3, 1913, to Mar. 1, 1914, are unreasonable, exceeding the aggregate of intermediate rates. Reparation has been awarded the complainant, the McCaull-Dinsmore Co., Minneapolis.

CARLOAD MINIMUM weight of corn in bags shipped over the L. & N. Ry. from Cincinnati to the southeast was changed on Nov. 9 to 28,000 lbs.; oats in bags, 24,000 lbs.; wheat in bags, 30,000 lbs.; oats and barley in bags, 24,000 lbs. Minimum weight on straight shipments of wheat, corn, oats, rye or barley is 24,000 lbs., when grain is bagged and the same weight applies to sacked grain products.

CHICAGO & NORTHWESTERN RY. on Nov. 8 announced car surplus and shortage figures as follows: November, 1915, surplus, 35,175, compared with 172,325 a year ago; November, 1915, shortage, 20,470, compared with 2,228 for the same month last year. This corresponds with the figures of the American Railway Ass'n for the last several months, which indicates a general car shortage on all grain carrying railroads.

HENRY L. GOEMANN, chairman, transportation com'te, Grain Dealers National Ass'n, is arranging for a meeting of all exchanges and leading shippers to be held at the Board of Trade, Chicago, on Nov. 20. At that meeting a com'te of shippers will be selected to confer with the railroads not later than Dec. 1 on the subject of continuing the present minimum weights on grain. Each exchange is asked to name one com'te.

FOREIGN BUILT vessels added to American registry since enforcement of the act of Aug. 18, 1914, numbered 167 with gross tonnage of 572,443 on Oct. 23.

THE GREAT LAKES Steamship Co. has placed a contract with a Toledo company for a \$450,000 steel freighter. The boat will be 600 feet long, 60-foot beam and 32 feet deep.

RECONSIGNMENT PRIVILEGES on grain were granted Tuscaloosa, Ala., on Oct. 27 by the Alabama Great Southern Ry., and as a result local flour mills are preparing to operate on a larger scale.

PEORIA, ILL.—Examiner Bell of the Interstate Commerce Commission began a hearing Oct. 25 on the complaint of the Peoria Board of Trade requesting a readjustment of rates on grain so that after paying the local rate to Peoria grain could be reshipped on a rate 110% of the rate from Chicago to the seaboard.

THE SUPREME COURT of the United States on Oct. 25 affirmed the decision of the Illinois District Court holding the Vandalia Railroad guilty of rebating, in having borrowed \$260,000 at 4% in order to loan it to the Lumaghi Coal Co. at 2%, the difference being equivalent to a rebate on shipments of coal.

MINIMUM WEIGHT on buckwheat will be increased to 40,000 lbs., effective Dec. 6 by the C., B. & Q. R. R. under tariff I. C. C. 10,649, supplement 19, except on local state traffic in Kansas, Nebraska, Minnesota, Montana, South Dakota and Wisconsin, where the minimum, unless otherwise specified will be 30,000 lbs.

NATIONAL Industrial Traffic League will hold its annual meeting Nov. 17 and 18 at Chicago and among the important questions to be discussed are the following: Right of appeal from negative orders of the Interstate Commerce Commission; amending the law of practice of the Interstate Commerce Commission to give litigants the right to review findings of examiners and file exceptions to same; report of car demurrage and storage committee; and the report of the B/L committee.

INTERSTATE COMMERCE COMMISSION on Oct. 23 heard arguments of the Lehigh Valley Ry. for a reopening of its case with regard to the divorcement of the railway from the lake carrier. Geo. A. Schroeder, freight bureau manager of the Milwaukee Chamber of Commerce, who attended the hearing, emphasizes the importance to shippers of a continuance of the present relations between the two lines. Mr. Schroeder believes that the recent hearing will result in a reopening of the case.

C. R. I. & P. Ry. has been denied a new trial in the case of H. W. Damann, Chicago, v. the Rock Island Ry., and the complainant has been awarded damages in full for loss thru delay in a recent shipment of barley from Durant, Ia., to Chicago. Award was less than \$100.

A FOUR-FOOT HOLE, stove in the bow of a large towing steamer carrying 170,000 bus. of grain thru the Welland Canal, would have caused a loss of the cargo but for the assistance rendered by a diver and the city engineer of Rochester, N. Y. The vessel was held up only 4½ hours for repairs and then proceeded into Lake Ontario.

SUITS to recover damages for failure of a carrier to furnish grain cars on regular requisitions may be properly brought in court instead of before the Public Utilities Commission or the Interstate Commerce Commission, according to a recent decision of the Illinois Supreme Court. The suit in question was brought by Coon Bros., Rantoul, Ill., against the Illinois Central Ry., and the court at Champaign decided that the charge of unreasonable delay in the furnishing of cars is one over which the courts have jurisdiction.

TRANSPORTATION DEP'T, Chicago Board of Trade, in bulletin No. 354 says the C. R. I. & P. Ry. has cancelled the application for reshipping rates on grain from Peoria and Pekin, Ill., with transit privileges at Chicago on the basis of 18.3c per 100 lbs. to New York. The application applied to shipments originating at points in Illinois from which no thru joint rates are in effect via Peoria or Pekin. Effective Nov. 22 the basis of rates from Peoria or Pekin on grain originating at such points to Chicago, will be 4c on intrastate and 4.2c on interstate shipments.

INTERSTATE COMMERCE COMMISSION heard arguments at Peoria, Ill., on Oct. 27 for and against the lowering of freight rates on grain by 103 railroads, from Peoria to the Atlantic seaboard. The constant changing of the tariffs was said by C. H. Feltman, Peoria, to have driven him out of the grain shipping business. J. S. Brown, traffic dept., Chicago Board of Trade, contested the granting of such lower rates, saying that should the proposed reduction be made effective, without applying likewise to Chicago, it would amount to discrimination. It was asked that the thru rate via Chicago be made no higher than that from any other Illinois producing point. At present, Mr. Brown said, the same thru rates to the east exist via Chicago and Peoria, both markets being therefore on practically the same basis.

OCEAN FREIGHTS from India are higher at present than ever before, it being reported recently that 90s per ton had been offered for shipments of flaxseed without finding vessel room. Argentine freights are also high, advancing more than 10s during the last week of October.

LOUISVILLE Board of Trade, thru its Transportation Dep't, is informing shippers of the following correspondence from the Interstate Commerce Commission, in the case of the Louisiana State Rice Milling Co., against the Louisiana & Texas Ry.: "It is the view of the Commission that the shippers' load and count provision simply operates to place the burden of proof upon the shipper that the amount specified was loaded in the car and that a less amount was taken from the car by the consignee. The Commission does not find that to be an improper placing of the burden of proof. The Commission further refers to the fact that it has no jurisdiction over loss and damage claims, which in the event of contest must be passed upon by the courts."

FOLLOWING REFUNDS for overcharges have been ordered by the Interstate Commerce Commission: C. C. C. & St. L. Ry., \$11 to Fitzgerald Bros., corn from Indiana to Cincinnati, O.; C. C. C. & St. L. Ry., \$3.50 to Dewey Bros. Co., dried grain from Indiana to Ohio; waive collection of undercharge of \$54 by C. R. I. & P. Ry. from Russell Gates Co., corn from Nebraska to Colorado; refund \$37 to Mattison Co., overcharges on grain from Nebraska to Colorado; C. & A. Ry., \$21 to Elevator Milling Co., corn, between Illinois points; C. & A. Ry., waive collection of \$275 on corn from Montevideo, Minn., to Minneapolis; P. B. & W. Ry., \$2.17 to E. L. Rogers Co., wheat from Maryland to Pennsylvania; I. C. Ry., \$153 to Neola Elevator Co., corn from Iowa to Missouri.—P.

New Elevator at Carlton, Ore.

That bulk handling of grain will eventually supersede the present method of handling in sacks in the Northwest is the firm conviction of most dealers, and the enterprising firms in the trade are putting in elevating machinery and bins. Recognizing that some grain will be handled in sacks for a time, warehousing facilities were retained by the Johnson Elevator & Warehouse Co. in designing the new plant shown in the engraving, which has recently been completed at Carlton, Ore. The owners, A. L. and S. U. Johnson, were the designers. The house stands on the site of the plant which was burned a year ago.

The elevator building is 30x36 ft. and 75 ft. high, the warehouse adjoining 60 x65 and the seed store and office 20x36. Ten of the bins used for grain have a capacity of 30,000 bus., and the warehouse has a capacity for 20,000 bus. of grain in sacks. Two of the bins are used for feed in connection with a feed grinder.

The foundation is of concrete and the roof of the elevator and warehouse is covered with corrugated sheet steel. Power to drive the two elevator legs, grain cleaner and feed mill is furnished by three electric motors of 32 h.p. The scales are of the Fairbanks-Morse make.

The owners feel that they have a model country elevator for the Willamette Valley. Since the house was completed two months ago they have handled and cleaned 70,000 bus. of grain, 5 carloads of seeds and retailed 10 cars of feed, seed and flour.



Elevator and Warehouse at Carlton, Ore.

Grain Trade News

ARKANSAS

Pine Bluff, Ark.—We have installed a complete alfalfa meal plant, with a capacity of 25 tons per day, as an adjunct to our feed mixing plant. We have also installed a 1,000-bu. per day corn sheller to take care of the large local corn crop. The Riley Commission Co. has installed an alfalfa meal grinding outfit, of 35 tons daily capacity and an 800-bu. per day corn sheller.—Westbrook Grain & Mfg. Co.

CALIFORNIA

Nord, Cal.—The James H. Jones Co. sustained a loss of \$15,000, partly covered by insurance, when its grain and hay warehouse burned recently. About 1,500 tons of grain and alfalfa hay was destroyed.

CANADA

Holdfast, Sask.—Lawren Shank, formerly of Lena, Ill., is prop. of an elvtr. here.

Markinch, Sask.—Fire destroyed the elvtr. of the Maple Leaf Mfg. Co. and about 15,000 bus. of wheat.

Phonehill, Sask.—Peaker Bros. have let contract for 2 elvtrs., of 30,000 bus. capacity at this station and Willowbrook. They will be rushed to completion.

Montreal, Que.—The Harbor Commissioners have no intention at the present of erecting a further grain elvtr. in the harbor of Montreal.—David Seath, sec'y.

Moose Jaw, Sask.—I. Herbert Blood, who has been in charge of the office of the Norris Grain Co. at Wichita, Kan., has taken charge of the firm's business here.

Hague, Sask.—Henry J. Freisen, grain buyer for the Western Elvtr. Co., after pleading guilty Oct. 6 to taking \$1,800 of the company's funds, was sentenced to 18 months' imprisonment.

Regina, Sask.—Robert Henry McKay, grain buyer for the Western Canada Flour Mills Co. during the past season, was arrested Oct. 22 charged with embezzling \$600 of his employer's property.

Winnipeg, Man.—At a conference of the Board of Grain Commissioners for Canada, grain inspection dept., survey board, grain standard board and representatives of the farmers, the grading of grain and rejections were discussed and it was suggested that the best way to deal with the percentage of wild oats that will justify the inspectors placing wheat and oats on the rejected grade would be to introduce an amendment to the Canada grain act.

Winnipeg, Man.—The Board of Grain Commissioners of Canada, at a meeting Oct. 22, ruled that any elvtr. company which handled grain in the country at less than the stipulated 1½¢ per bu. would have to show how grain could be handled profitably at the reduced price. On the other hand the other elvtr. companies must show that it is unprofitable for any elvtr. to handle grain at less than 1½¢. The matter was taken up on the complaint of the Saskatchewan Co-operative Elvtr. Co., to the effect that the price was being cut by certain companies in that province.

COLORADO

Keota, Colo.—An elvtr. will not be built here this year by the Farmers Elvtr. Co. as it was unable to raise the necessary funds.—D. E. Byrne.

Denver, Colo.—The Summit Grain & Coal Co. sustained a loss of \$1,728 on grain and \$3,300 on its elvtr. by fire of unknown origin. The loss, which was fully covered by insurance, was greatly lessened by the good work of the fire dept.—W. H. Wieman.

IDAHO

Iona, Ida.—The Western Mlg. & Elvtr. Co. has completed its new elvtr. at this station.

Caldwell, Ida.—Our new elvtr. is completed and we can now store 20,000 bus. of grain.—A. F. Isham, mgr. Idaho Mlg. & Feed Co.

Ashton, Ida.—The Farmers Equity Society has let contract for a 25,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co.

Catholic Spur (Winchester p. o.), Ida.—The Lewis County Rochdale Co., of Ill., has built a 50x200 ft. grain warehouse with a capacity of 60,000 sacks. There are about 45,000 sacks stored in the house at the present time.—X.

ILLINOIS

Swan Creek, Ill.—Pratt & Pratt have disposed of their elvtr.

Hudson, Ill.—The Hudson Coal & Grain Co. is painting its elvtr.

Allerton, Ill.—Adam P. Eaton is making improvements at his elvtr.

Loxa, Ill.—I am now prop. of the Loxa Grain Co.—C. W. Wheatly.

Divernon, Ill.—Noah C. Twist will install a Side Hopper Boss Car Loader.

Orleans, Ill.—Farmers are planning to form a company to build an elvtr.

Cerro Gordo, Ill.—Albert Hiser will build an elvtr. east of the Wabash depot.

Deers sta. (Urbana p. o.), Ill.—The elvtr. of Dryer & Burt is being remodeled.

Edwardsville, Ill.—E. J. Jeffress underwent a successful operation Nov. 4.

Peoria, Ill.—Floyd Barlow, of P. B. & C. C. Miles, is back from his honeymoon.

North Henderson, Ill.—The Farmers Elvtr. Co. is installing new stock scales.

Allenville, Ill.—The J. B. Tabor Grain Co. has overhauled the machinery at its elvtr.

Shannon, Ill.—Ed. Reddington is now mgr. of the elvtr. of the Graham Bros. Co.

Harmon, Ill.—The Neola Elvtr. Co. is building a new chimney on its grain office.

Twin Grove (Danvers p. o.), Ill.—Frank Supple is rebuilding his elvtr. which burned Sept. 7.

Symerton, Ill.—Willis Deutschman is mgr. of the recently organized Farmers Elvtr. Co.

Cornland, Ill.—We have painted our elvtr. and office.—John Melvin, agt. Mt. Pulaski Grain Co.

La Rose, Ill.—The La Rose Elvtr. Co. is installing an electric motor to replace its old gasoline engine.

Harper sta. (Forreston p. o.), Ill.—Geo. Rademacker is now managing the elvtr. of the Graham Bros. Co.

Cutmer sta. (Stockland p. o.), Ill.—E. C. Sumner is building an oiled road from his elvtr. across his farm.

Kewanee, Ill.—I will build my new elvtr. next year and will install a mill and other machinery.—C. A. Wylie.

Gillum, Ill.—C. R. Nace, of Arrowsmith, has succeeded F. W. Marshall as agt. at Frank Supple's elvtr. here.

Plainfield, Ill.—Burglars ransacked the offices of the Plainfield Grain Co. Oct. 21, but nothing of value was taken.

Wellington, Ill.—J. D. Rothgeb & Co. have been out of business for 3 years and we are their successors.—Boughton Bros.

Donovan, Ill.—The Donovan Grain Co. has bot the coal sheds and tile business formerly operated by the Donovan Lumber Co.

Elliott, Ill.—J. S. Cameron has moved his grain office from the Lake Erie right-of-way to make room for the railroad's station.

Havana, Ill.—H. W. McFadden, son of G. C. McFadden, a prominent grain dealer, was married recently to Miss Ida S. Sullivan.

Plymouth, Ill.—William Cox has bot the elvtr. of the Dewitt Grain Co., Huey Bros., props., and will buy grain with William Smith.

Roseville, Ill.—Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, A. S. O'Neal, Rufus and Hiram Taylor.

Ashley, Ill.—Foehr Bros. have bot the Ashley Elvtr. from Atling & Baldridge.—Frank Pawlowski, mgr. Cairo Mlg. Co., Radom.

Peoria, Ill.—The membership of Frank Murdon has been transferred to Val. Jobst, Jr.—John R. Lofgren, sec'y Board of Trade.

Percy, Ill.—H. Hahn & Bros. have filed a petition in bankruptcy. Their elvtr. and mill has been in operation very little for some time.

Norwood, Ill.—A. H. Graham contemplates the installation of a motor in his 10,000-bu. elvtr. at this station.—W. D. McReynolds.

Flanagan, Ill.—We are lowering the driveway at our elvtr. and putting in 2 stands of elvtr. legs with 7x12 in. cups.—Sherry Bros.

Caldwell, Ill.—I was agt. of Paul Kuhn & Co., but since they have disposed of their elvtr. I entered the merchandise business.—J. W. Osborne.

Morris, Ill.—M. J. Hogan, grain buyer at Seneca, has purchased 23 shares of stock in the Morris Grain Co. owned by the J. H. Patterson estate.

Rock Island, Ill.—The wife of J. P. McCormick, mgr. of the Wagner Grain Co., was painfully injured Oct. 30 when struck by an automobile.

Martinton, Ill.—George Valencourt has taken charge of the office of the R. F. Cummings Grain Co. during the absence of Thos. McSorley.

Joliet, Ill.—About \$500 damage was caused by a fire in the plant of the Quaker Oats Co. Oct. 23. It is thot to have been due to a dust explosion.

Yeomans sta. (Franklin p. o.), Ill.—The elvtr. of Calhoun & Ryan, and contents, burned Nov. 7 with a total loss. The cause of the fire is unknown.

Peoria, Ill.—Jos. L. Furst, formerly with the Geo. W. Cole Grain Co., has succeeded A. W. Harwood as mgr. of the office of the Carhart-Code-Harwood Co.

New Berlin, Ill.—Charles Taylor, who has been mgr. of the Farmers Grain Co. for several years, has left for California where he will reside in the future.

Bongard sta. (Villa Grove p. o.), Ill.—O. P. Brewer and James O'Neill are managing the elvtr. of A. C. Kiser, who is taking an extended trip thru the west.

Harvard, Ill.—D. Hereley & Sons have completed their 100,000-bu. elvtr. and have installed new machinery, including a dump scale and a Weller Elvtr. Leg.

Princeton, Ill.—Day & Kirby, grain brokers, have dissolved partnership. Mr. Kirby has retired and moved to Sterling and Mr. Day will continue the business.

Mattoon, Ill.—J. S. Beem, representative of Logan & Bryan, of Chicago, at Plymouth, Ind., will leave that city to open a branch office for the company here.

Macomb, Ill.—The elvtrs. in McDonough county are receiving grain again. This section had been quarantined on account of a report of the foot and mouth disease.

Normal, Ill.—August Fissell has let contract for a 50,000-bu. elvtr. to be built on a spur switch of the C. & A. R. R. Half of the capacity of the house will be used for wheat and half for shelled corn. Work on the concrete foundation for the elvtr. and scales has been started.

Eldena, Ill.—Eldena Co-operative Co. incorporated; capital stock, \$6,000; incorporators, H. A. M. Bahen, B. Feely and others. The company will operate an elvtr.

Peoria, Ill.—Homer Caze, of the George L. Bowman Grain Co., was married recently to Miss McWilliams. He is now managing the business during Mr. Bowman's absence.

Decatur, Ill.—The Suffern-Hunt Co. will have its new 300,000-bu. elvtr., for which it recently let contract to the Macdonald Engineering Co., ready to receive grain by Nov. 20.

Jerseyville, Ill.—Arch F. Ely, grain dealer and member of the St. Louis Merchants Exchange, has received word that his brother was shot and killed May 7 at his ranch in Mexico.

Byron, Ill.—The new elvtr. of the Farmers Grain Co. has been completed by the Younglove Construction Co. which had the contract. It is a modern tile elvtr. of fire-proof construction.

Ford Crossing (no p. o.), Ill.—The recently organized Somers Township Grain & Coal Co. incorporated; capital stock, \$5,000; incorporators, J. L. Kirby, Frank Blerely and Richard Marriott.

Murphysboro, Ill.—Charles A. Wall has succeeded the late Philip H. Eisenmayer as pres. of the Southern Illinois Mfg. & Elvtr. Co., and Elmer G. Smith, formerly sec'y of the company, will act as mgr.

Dakota, Ill.—The H. A. Hillmer Grain Co. is making extensive repairs in its elvtr. A mill room is being built, a Sprout Waldron Attrition Mill, cob crusher and a 50-h. p. oil engine are being installed.

Mattoon, Ill.—The city has ordered the Big Four Elvtr. Co. to remove a new frame structure, recently erected as a chaff house, claiming it is within the fire limits. The company has employed an attorney to fight the case.

Aledo, Ill.—The elvtr. of J. W. Edwards, which burned Oct. 14, had been used for the storage of lime, cement and plaster, but was worthless as an elvtr. A small warehouse has been built to replace it.—T. J. Heald.

Forest City, Ill.—The Forest City Grain Co. has built 30x80 ft. corn cribs with cement floors and a single roof. A 10-ft. driveway runs thru the building, which is divided into 4 compartments. Two corn dumps have been installed.

Pisgah sta. (Jacksonville p. o.), Ill.—The recently organized Farmers Grain Co. incorporated; capital stock, \$8,000; incorporators, W. H. Mosley, E. B. Heintz and W. E. Barrob. The elvtr. here will be purchased or a new house built.

East St. Louis, Ill.—Frank Sartisan, of Lebanon, and H. Kille, of Waterloo, were discharged for not obeying an order of the civil service to take an efficiency examination for the position of grain helper in the grain dept., a position they have held for years.

Mazon, Ill.—I have disposed of my elvtr. to August Schultze, of Chenoa, and it is now being operated by the J. C. Tobey Co., of Odell. My son, W. H. Kelly, has been engaged to manage it. I have not decided what business I will engage in.—T. E. Kelly.

New Holland, Ill.—The elvtr. of J. A. McCreey & Son, containing several hundred bus. of wheat, corn and oats, burned Oct. 30. As the fire originated in the cob house it is thought to have been due to spontaneous combustion. The elvtr. machinery had not been operated for several days. The loss is estimated at \$12,000, fully covered by insurance.

Croft sta. (Fancy Prairie p. o.), Ill.—We have leased a site at this station, which is 4 miles south of Middletown, and contemplate the erection of an elvtr. in the near future. We have also bot the scales and loading machinery which we will move to this site.—A. J. Brannan, mgr. Middletown Grain & Coal Co., Middletown.

East St. Louis, Ill.—The National Warehouse Co. and the Dixie Mills Co. have been consolidated and incorporated under the name of the Dixie Mills Co. with a capital stock of \$52,000 to do a general grain, hay and commission business. Fred Deibel is pres.

Champaign, Ill.—John T. West, of Loda, Ill., and Daniels Bros., of Bentley, have been expelled from membership in the Illinois Grain Dealers Ass'n, because they refused to arbitrate differences with other members of the organization.—E. B. Hitchcock, sec'y.

Grand Ridge, Ill.—C. W. Peterson has completed the overhauling of his elvtr. The shingle roof has been taken off, the gasoline power house torn away and the roof, cornice and siding are now of metal while an electric motor has been installed. These improvements cut the insurance rate in half.

Gays, Ill.—Morris & Stone have their new 25,000-bu. elvtr. in operation. Equipment includes 2 elvtr. legs, a 1,500-bu. Richardson Automatic Scale, Western Cleaner, U. S. sheller, a 20-h. p. electric motor in the basement and a 15-h. p. electric motor in the cupola. All power and lighting wires are in conduit.

Chillicothe, Ill.—The Turner Hudnut Co. will have its new up-to-date elvtr. completed by Nov. 15 to replace the house burned July 5. A 10,000-bu. ear corn crib and dump and a 5,000-bu. oats storage tank will be erected in addition. The corn crib will have a concrete base with wooden sides and a steel roof.

Virginia, Ill.—E. F. Jokisch and other landowners southeast of this city have arranged with the C. P. & St. L. R. R. to build a track on the Jokisch land which joins the railroad and W. C. Hofstetter, member of the grain firm of Hofstetter & Carls Grain & Lumber Co., will build a 10,000-bu. elvtr. which will be ready for the new corn crop.

La Rose, Ill.—A load of grain had been dumped at the South Elvtr. and the driver started to drive out at the north approach when the first span of the platform gave way, letting man, wagon and team down to the ground, a distance of 12 ft. A second later the rest of the platform collapsed. Fortunately the man and horses were not injured and the wagon was not damaged.

Normal, Ill.—Lightning struck the elvtr. of Humphrey Bros. recently. It splintered some boards on the cupola roof, heated the elvtr. buckets which were at the head pulley, burned out the transformer and put the meter out of working order. No damage was done to motor or wiring. A few shucks, which caught in the cleaner, were burned. The elvtr. was filled with smoke when the owners arrived. It is kept clean at all times, which no doubt accounts for the fact that it did not burn down.

CHICAGO NOTES.

The word "new" was dropped in the inspection of wheat and barley Oct. 30.

CHICAGO CALLER: Frank I. McNally, of Geo. W. Cole Grain Co., Bushnell, Ill.

A. G. Gebhart & Co. are out of the grain business and Mr. Gebhart has removed to Jackson, Mich.—J. M. A.

Thomson & McKinnon celebrated their 2nd anniversary Oct. 31 with a dinner at the Union League Club to all their local and outside solicitors and agts.

The Chicago Grain Co. has been incorporated by Clarence E. Fox and Mose Rothschild with \$25,000 capital stock to conduct a cash grain and consignment business.

Joseph O. Linebarger, who was one of the largest speculators on the Board of Trade a few years ago and who made large profits in wheat during the green bug scare several years ago, is critically ill.

Five new members were elected to membership in the Board of Trade Mutual Benefit Ass'n Oct. 28. The executive com'te is trying to increase the membership of the organization to 1,000 members during the next few months.

James Evans, of Evans Bros., members of the Stock Exchange of Pittsburgh, Pa., was expelled Nov. 2 from the Board of Trade on a charge of having made fictitious reports of trades to customers. His correspondents were S. B. Chapin & Co.

The Hooper Grain Co. will retire from the grain business after a long and successful career. This is due to the fact that James K. Hooper, pres., known as "Sunny Jim," who is 64 years of age, is in poor health and also to the recent death of Ernest G. Brown. The company operated the Grand Trunk and Atlantic Elvtrs.

Alonzo J. Cutler, former member of the Board of Trade, has brot suit against Charles W. Pardridge for \$100,000 for money he avers he advanced him for speculation on the exchange more than 30 years ago. He claims he became acquainted with Pardridge in 1884 and as his broker in wheat deals advanced him \$50,000 to carry on speculation. The lawsuit, the oldest in Illinois courts, has been pending for 22 years.

The charge for out-inspection on grain in Illinois on Nov. 1 was advanced from 35c to 50c per thousand bus., with no minimum. A strict interpretation of the act compelling this increase would indicate that it applied merely to the Chicago district, but the Public Utilities Commission has informed the State Inspection Dept at Chicago that when the Commission meets on Nov. 10 the clerical error will be corrected and the law made to apply generally thruout the state.

Caleb H. Canby, pres. of the Board of Trade, has sold his New York Stock Exchange membership for \$74,000, the highest price for a Stock Exchange membership in 5 years. He plans to retire from the stock end of the commission business, partly at least and will limit his activities hereafter to the grain commission business. C. H. Canby & Co. have been placing their stock business thru Harris, Winthrop & Co. for some time, and that company will continue to handle such orders as the former choose to execute for its grain customers.

The Illinois Uniform Sales Act, H. B. 557, approved June 29, 1915, has been interpreted for the Board of Trade Directors by Attorney H. S. Robbins. The law requires all orders for merchandise valued at \$500 or more, to be in writing, and Mr. Robbins believes that market orders to brokers will be valid if the clearing house slips are endorsed in writing, as acceptance of the trades. Slips must be signed with the broker's or firm's name, together with that of the clerk making the trade. Purchases of grain in the country by Chicago grain firms, and purchases or sales in Chicago for country dealers, must be confirmed in writing.

C. B. Fox, of New Orleans, La., has applied for membership in the Board of Trade. Geo. Stephens, of San Diego, Cal., J. U. Kirkpatrick, of New York, N. Y., M. D. Benzaquin, of Boston, Mass., John Wade, of Memphis, Tenn., Hans Simon, representing Dreyfus & Co., and E. L. Dwyer have been admitted to membership and the memberships of Chas. M. Armstrong, Benjamin F. Hill, Frederick H. Hancock and the estates of E. A. Beach, Chas. D. Eads, Thos. D. Foster, and George Tough have been posted for transfer. Memberships are quoted at \$3,100 net to buyer.

INDIANA

Avilla, Ind.—Logan Bly is now agt. for Stiefel & Levy.

Sardinia, Ind.—Geo. M. Claypole is installing a drier in his elvtr.

Sycamore, Ind.—C. F. Cranor will install a Boss Air Blast Car Loader.

Jamestown, Ind.—Farmers in this vicinity are forming a company to operate an elvtr.

Packerton, Ind.—Farmers are forming a company to operate the elvtr. here or build a new house.

Markle, Ind.—I am putting in power and also drop dumps.—J. F. Plice.

Elmira, Ind.—Geo. Hackler is building an elvtr. which will be completed to handle corn this fall.

Taylorville, Ind.—J. Hill has built a cob consumer at a cost of \$300 to burn his surplus corn cobs.

Swayzee, Ind.—The Swayzee Mfg. Co., operating an elvtr. and mill, is adding a tower to its mill.

Bowers, Ind.—I am no longer agt. for Malsbary & Co. at this station.—Forest Evans, Darlington.

Indianapolis, Ind.—E. Lowitz, of Chicago, Ill., has been admitted to membership in the Board of Trade.

Griffin, Ind.—The Griffin Elvtr. & Grain Co. has been incorporated by J. H. Price, John W. Fisher and others.

Culver, Ind.—Castleman & Co., dealers in grain and coal, at this city and Ober, have gone into voluntary liquidation.

Ligonier, Ind.—The Farmers Elvtr. Co. has completed its new office and has also installed new feed grinding equipment.

Decatur, Ind.—George Appleman, employed by the Bowers-Niblick Grain Co., is recovering from an attack of typhoid fever.

Hamlet, Ind.—Work has been started on the new elvtr. by the company in which B. I. Holser & Co., of Walkerton, are interested.

Raub, Ind.—Raub Grain Co. incorporated; capital stock, \$15,000; incorporators, Henry Carson, Wm. Shonkwiler and Thos. Fitzgerald.

Martinsville, Ind.—Amos Thornburgh, aged 88 years, died Nov. 5. He was a member of the Thornburgh Mfg. & Elvtr. Co. until a year ago when he sold his interest to his son.

Edgerton, Ind.—The Union Grain & Coal Co. is moving its scales north of the driveway to its elvtr. Improvements are also being made in its property.

Indianapolis, Ind.—The H. M. Freeman Grain Co. incorporated; capital stock, \$20,000; incorporators, Harry M. Freeman, B. F. Finch and B. G. Slaymaker.

New Harmony, Ind.—The New Harmony Grain Co. has leased the elvtr. of J. A. Cartwright & Co. from W. H. Black, and will operate it during this season.

Otterbein, Ind.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Timothy Harrington, A. J. Cook and John Fowler.

New Castle, Ind.—We have added a new member to our firm and are now operating under our new firm name, Mercer, Frazier & Holloway, formerly Mercer & Frazier.

Orland, Ind.—A farmers live stock shipping ass'n has been started here which may build an elvtr., but nothing has been done regarding it so far.—Sheldon & Willer.

Mount Vernon, Ind.—We have improved our elvtr., adding 6,000 or 8,000 bus. to its storage capacity and making the receiving of wheat and corn from farmers more convenient.—Home Mill & Grain Co.

Darlington, Ind.—The Farmers Grain & Seed Co. has been incorporated with a capital stock of \$60,000 by Geo. Malsbary and others, to operate elvtrs. at this city, Garfield and Bowers.—Dean Little.

Evansville, Ind.—Austin S. Igleheart, son of John L. Igleheart, vice-pres. of Igleheart Bros., who is connected with the clerical dept. of Igleheart Bros., was married Nov. 2 to Miss Susanna Bridwell.

Gar Creek, Ind.—An equity union organization is being agitated here which is meeting with very little success, as the farmers think the agitators desire their money more than their ultimate success.—X.

Upland, Ind.—Fire Oct. 27 damaged a small building used for a seed store room to the extent of \$200. The building was about 200 ft. from the elvtr. No insurance was carried. It is that that the shingle roof caught fire from a spark from a traction engine burning wood.—W. W. Pearson.

Charlestown, Ind.—Eberts & Bros. sustained a loss of \$30,000 when their elvtr. and mill, containing about 6,000 bus. of wheat, were destroyed Oct. 29 by fire. Insurance to the extent of \$19,000 was carried.

Brookston, Ind.—Robbers, traveling in automobiles, Nov. 4, visited the elvtr. of Bell & House, blew the safe and obtained \$15. A few dollars were also taken from the cash drawer at the elvtr. of Halstead Bros.

Coburg, Ind.—We have completed an 8,000-bu. elvtr. on the B. & O. R. R. and opened it for business Nov. 1. It is covered with galvanized iron and equipped with a 20-h. p. oil engine.—Rogers & Link, Westville.

Evansville, Ind.—A judgment of \$147 was awarded the Farmers Elvtr. Co., plaintiffs in a suit against Robert E. Pickerill and others, after the elvtr. company had dismissed all other parties to the suit with the exception of Robert E. Pickerill.

La Porte, Ind.—Thomson & McKinnon, of Chicago, Ill., will open a private wire office. They have been doing business thru C. G. Christner & Co. and this company suspended business several days ago on account of the recent failure of Paul Lambert & Co., of Buffalo, N. Y.

Star City, Ind.—Work is progressing on the new elvtr. now being built for J. C. Phillips by the Efficient Erecting Co. which has the contract. It will be 60x60 ft. and 90 ft. high and will contain 20 grain bins. The engine room, cob room and office will be separate from the elvtr. and will be fireproof.

Hammond, Ind.—Joseph Winkler, 20 years of age, died of suffocation Oct. 30 in a wheat bin at the elvtr. of Chapin & Co. He had failed to use the life belts and was thrown thru the spout at the bottom of the bin and buried under tons of bran. He was rescued 12 minutes later, but the pulmotor failed to revive him.

The following have recently been admitted to membership in the Indiana Grain Dealers Ass'n: D. G. McFadden Grain Co., Ridgeville; George T. Bowen & Co., Crete; Wisehart Bros., Millville; Ferris & Why-song, Pleasant Lake; W. E. Gaskin, Rileysburg; Beach & Summers, Albany; Lubler E. Greenwood, Gaston; Connel-Anderson Grain Co., Milton; R. J. Follett & Co., Carmel; Carlos City Grain Co., Carlos City; John G. Donovan, Yorktown; New Ross Grain Co., New Ross; McLellan & Morgan, Mooreland; D. W. Harris & Co., Green's Fork; Mercer, Frazier & Holloway, New-castle; Phillips & Sprague, Fort Wayne; the Crawfordville Seed Co., Crawfordville, Ind., and the McConnell Grain Corporation, Buffalo, N. Y.

IOWA

Kellogg, Ia.—The Farmers Elvtr. Co. will rebuild its corn crib.

Hardy, Ia.—A farmers elvtr. company is being organized here.

Coon Rapids, Ia.—J. J. Grosenbaugh has put in a 10-h. p. electric motor.

Grimes, Ia.—N. E. Black has resigned as mgr. of the Farmers Elvtr. Co.

Adaza, Ia.—Earl Hicks, of Churdan, is now agt. of the Neola Elvtr. Co.

Ayrshire, Ia.—M. J. Conry has his new 25,000-bu. iron clad elvtr. in operation.

Shannon City, Ia.—The Shannon City Grain Co. has installed a 20-h. p. engine.

Bussey, Ia.—J. H. Pringle and Elmer Houser have bot the elvtr. of H. W. Kester.

Emmetsburg, Ia.—P. F. Littleton is mgr. of the recently organized Farmers Elvtr. Co.

Beaver, Ia.—Repairs are being made on the elvtrs. of the Quaker Oats Co. at this station.

Fort Dodge, Ia.—We are no longer actively engaged in the grain business.—Wheeler Grain & Coal Co.

Cartersville, Ia.—H. A. Loobey is no longer agt. for the Independent Grain & Lumber Co.—P. M.

Schleswig, Ia.—The old building of the Farmers Lumber & Grain Co. was sold recently to Fred C. Spahn.

Britt, Ia.—One of the elvtrs. of the Farmers Elvtr. Co. has been overhauled and covered with corrugated iron.

Sheldon, Ia.—The elvtr. of the Farmers Elvtr. Co. has been overhauled and extensive improvements made.

Whiting, Ia.—Burt L. Foss, mgr. of the elvtr. of A. B. Elliot, recently underwent an operation for appendicitis.

Scarville, Ia.—The Independent Grain & Lumber Co. has wrecked its corn cribs and will not handle corn this year.

Thompson, Ia.—The Farmers Elvtr. Co. will put in a 7½-h. p. electric motor. A new warehouse will also be built.

Maxwell, Ia.—The Neola Elvtr. Co. will build an 80x120 ft. lumber shed and a cement and lime house near its elvtr.

Glenwood, Ia.—Mr. Bartlett has retired from the firm of Shields & Bartlett and I am now sole owner.—C. R. Shields.

Libertyville, Ia.—Clyde Morley, formerly in the grain business here, has bot a grain and feed business at Galesburg, Ill.

Ruthven, Ia.—Fred Grange was elected mgr. of the Farmers Incorporated Co-operative Society at its annual election.

Boyden, Ia.—The Farmers Elvtr. Co. has completely overhauled and rebuilt its elvtr. at a cost of several thousand dollars.

Slater, Ia.—Having bot G. H. Vorland's interest in the elvtr. we will operate under our own name.—Nielsen & Dueland.

Luther, Ia.—Mr. Cowen is now agt. of the Neola Elvtr. Co., succeeding Mr. Brown, who resigned to take a position at Cooper.

Elk Horn, Ia.—The E. Rothschild Co., of Atlantic, which recently sold its elvtrs. here and at Kimballton, has bot them back.

Gray, Ia.—I am now with the Trans-Mississippi Grain Co. here.—J. E. Morris, formerly agt. Chas. Dozler Grain Co., Bayard.

Hanlontown, Ia.—The Farmers Elvtr. Co. will erect a feed and flour house, 20x40 ft. and 10 ft. high. It will be built of cement blocks.

Armstrong, Ia.—E. W. Chapman, of Summers, has succeeded Hart Rasmussen, who recently resigned as mgr. of the Farmers Elvtr. Co.

Sioux City, Ia.—Stanley Eales, of Bloomington, Ill., has taken charge of the private wire office of the Armour Grain Co., of Chicago, Ill.

Centerville, Ia.—The B. S. Staley Supply Co. has been incorporated by B. S. Staley, F. Paul Staley and others to deal in the grain business.

Ewart, Ia.—Karney Bros., of Grinnell, have bot the elvtr. and lumber business of W. G. Blair and will operate with a local mgr. in charge.

Lanesboro, Ia.—The repairing and remodeling of the elvtr. of the Farmers Elvtr. Co. has been completed by the Younglove Construction Co., which had the contract.

Hamburg, Ia.—Sparks from a passing locomotive Oct. 30 set fire to the elvtr. of Noble & Reid, which burned to the ground. The house was built at a cost of \$12,000.

Belmond, Ia.—Edwin Ballow is now mgr. of the Farmers Elvtr. Co., succeeding W. E. Wertz, who had his arm crushed in the machinery at the elvtr. about a year ago.

Walcott, Ia.—John Stockdale, senior member of Stockdale & Maack, props. of a line of elvtrs., was beaten to death by an insane patient in a sanitarium at Chicago, Ill., Oct. 30.

Beaman, Ia.—Frank M. Myers, mgr. of the Beaman Elvtr. Co., was struck on the head while opening a coal bin. He suffered a slight concussion of the brain, but is now convalescing.

Sioux City, Ia.—P. J. Sullivan, who has been with the McCaull-Webster Elvtr. Co. for 20 years, has resigned, and, according to report, will operate a line of elvtrs. in South Dakota.

Sioux City, Ia.—The branch office of Logan & Bryan, of Chicago, Ill., has been closed and the company's membership in the Board of Trade has been transferred to Van P. Wittenmeyer.

Clinton, Ia.—Fire Oct. 19 destroyed the plant of the Riverside Mfg. Co. with a loss of from \$50,000 to \$75,000, about half of which is covered by insurance. The origin of the fire is unknown.

Radcliffe, Ia.—Extensive repairs are being made on the elvtr. of the Kunz Grain Co., including a new boot and the lowering of the driveway. The Younglove Construction Co. is doing the work.

Onawa, Ia.—Our engine room was damaged to the extent of \$700 by fire of unknown origin. It was fully insured. The elvtr. and mill escaped without damage.—J. C. Roush, Onawa Mills.

Marshalltown, Ia.—The Cook Bros. Grain Co. has covered its elvtr. with metal siding and has remodeled the interior. The new equipment includes two 10-h. p. motors and a Barnard & Leas Corn Cleaner.

New Sharon, Ia.—The new elvtr., for which the Farmers Elvtr. Co. recently let contract, will have a capacity of 25,000 bus. and will be equipped with modern machinery. It will cost approximately \$6,000.

Davenport, Ia.—Ben Kinsey, who has been with Sprout, Waldron & Co., for several years, has accepted a position to superintend the overhauling and remodeling of the Davenport Malt & Grain Co.'s plant.

Des Moines, Ia.—The protest against the proposed rule to be added to the Iowa Classification requiring carriers to route traffic via the cheapest route which had been docketed for hearing before the Iowa State Board of Railroad Commissioners Nov. 2 was withdrawn and no action was taken.

Perry, Ia.—The elvtr. of the McColl Lumber Co. was damaged Oct. 28 to the extent of \$200 by fire caused by crossed electric wires, the insulation having been worn off. The platform on which the motor rested, the casings and ceilings were in flames, but the sheet iron covering of the building prevented them from getting out of the little room and probably saved the building.

Sioux City, Ia.—Damages, amounting to \$24,700, were assessed against M. King, pres. of the Board of Trade, in a suit brought by Louis J. Welch, of Mitchell, S. D., trustee in bankruptcy for A. A. Truax, who failed when the M. T. Shepherdson Grain Co. went into bankruptcy. He asked \$15,000 and interest, which made a total of nearly \$25,000, said to be due on a promissory note executed about 7 years ago. Attorneys for King announced that an appeal would be taken to the United States circuit court of appeals. They contend that the note was accommodation paper and that it was signed jointly by King and Truax, in order to obtain a loan from a bank. The note never was cashed.

KANSAS

Clay Center, Kan.—L. P. Schrader is building a new grain office.

Almena, Kan.—The Mellor Grain Co. has installed a 20-h. p. engine.

Topeka, Kan.—Charles Whitney, supt. of the Kaw Mfg. Co., is critically ill.

Penokee, Kan.—The construction of a 20,000-bu. elvtr. has been started.

Everest, Kan.—The Farmers Union will engage in the grain business here.

Winfield, Kan.—I have decided to quit the grain business.—John McClune.

Trousdale sta. (Newton p. o.), Kan.—The Farmers Elvtr. Co. has built an elvtr. here.

Elkhart, Kan.—E. H. Fisher has started the excavation for his new 10,000-bu. elvtr.

Beattie, Kan.—P. C. Riley is mgr. of the recently completed elvtr. of the Farmers Elvtr. Co.

Raymond, Kan.—We have put a new roof on our elvtr. this fall and made repairs on it and our coal bins early this summer.—G. G. Mowrey, sec'y Raymond Grain & Supply Co.

Caldwell, Kan.—The Caldwell Mfg. Co. has been incorporated with a capital stock of \$84,000.

Americus, Kan.—The organization of a farmers elvtr. company is being agitated at this station.

Jetmore, Kan.—A. H. Ling will build a 50-bbl. flour mill adjoining his elvtr. at a cost of \$10,000.

Burrton, Kan.—Eldo Jones will build a 10,000-bu. elvtr. and granary on his farm for his own use.

Clay Center, Kan.—H. H. Starkweather has resigned as sec'y-treas. of the Snell Mill & Grain Co.

Russell, Kan.—The Farmers Elvtr. Co. has completed its new elvtr. and placed H. A. Fink in charge.

Ellis, Kan.—We are building a 50,000-bu. cribbed elvtr. at this place.—Hays City Mill & Elvtr. Co., Hays.

Homewood, Kan.—A new office and lumber shed are being constructed by the Star Grain & Lumber Co.

Fairview, Kan.—F. A. Nyfeler, mgr. of the Farmers Elvtr. Co., will resign and leave the grain business.

Dodge City, Kan.—R. C. Davidson is mgr. of our company. We have our main office here.—Davidson Grain Co.

Clyde, Kan.—The Brandon Grain Co. is building a 10x12 ft. detached engine room and will install a gasoline engine.

Ft. Scott, Kan.—The Ft. Scott Grain & Implement Co. has sold its implement business but will retain its grain business.

Fowler, Kan.—The W. O. Woods Grain Co. bot the elvtr. of Delbert Albertson and took possession Nov. 3.—S. S. Haynes.

Cuba, Kan.—The Vanier Pelton Grain Co. has entirely remodeled its elvtr. New legs, conveyors and a crib have been added.

Norton, Kan.—Henry Westerman, of Kensington, has bot an interest in an elvtr. here and placed A. W. Day, of that city, in charge.

Almena, Kan.—I. H. Reeves is negotiating with the C. B. & Q. to have a switch laid to his elvtr. which is on his own ground.

Hopewell, Kan.—We are building an elvtr. here on the new Anthony & Northern Ry.—E. M. Smart, mgr. Southwest Grain Co., Stafford.

Wakeeney, Kan.—We are planning the erection of an elvtr. as soon as a suitable site can be secured.—Hays City Mill & Elvtr. Co., Hays.

White City, Kan.—If the C. E. Robinson Grain Co., of Salina, does not build an elvtr. here, the local business men will take up the proposition.

Alton, Kan.—The Farmers Elvtr. Co., of which Fred E. Weed is mgr., will build a new elvtr. if it cannot purchase an elvtr. already built here.

Norton, Kan.—The Peerless Flour Mills Co., which recently took over the plant of the Farmers Mill & Elvtr. Co., has completely remodeled it.

El Dorado, Kan.—About 20,000 people were in attendance at the 4th Butler County Corn Carnival and the Kafir Corn Carnival held here last month.

Norwich, Kan.—The Bartlett Bros. Grain Co. will remodel its newly acquired elvtr., increasing the capacity to 25,000 bus. New machinery will be installed.

South Haven, Kan.—The Aetna Mfg. Co. is not operating its elvtr. at present. Chas. E. Miller is the only man engaged in the grain business at present.—X.

Hays, Kan.—We are adding a 250,000-bu. concrete elvtr. to our present house. The Burrell Engineering & Construction Co. has the contract.—Hays City Mill & Elvtr. Co.

Trousdale sta. (Newton p. o.), Kan.—We are building an elvtr. at this station which is on the new Anthony & Northern Ry. We expect to build about 5 more houses, of from 10,000 to 15,000 bus. capacity, at stations as the road progresses north and west.—E. M. Smart, mgr. Southwest Grain Co., Stafford.

La Harpe, Kan.—Extensive improvements are being made in the elvtr. which the Dickinson Bros. Grain & Hay Co., of Humboldt, has recently acquired at this place.

Whiteside sta. (Hutchinson p. o.), Kan.—We have built a coal bin holding 150 tons, divided into 4 compartments.—C. E. Chase, mgr. Whiteside Co-operative Equity Exchange.

Dodge City, Kan.—We have discontinued our office at this place and have opened it at Hutchinson. Mr. Hicks is not in our employ as was reported.—Tabb Grain Co., Hutchinson.

Ellsworth, Kan.—Roy Yarger Work, who is assisting his father, H. Work, prop. of the Ellsworth Mill & Elvtr. Co., was married last month to Miss Carroll Harper, of Hutchinson.

Scott City, Kan.—I have remodeled the elvtr. on the Mo. P. which I recently leased and have installed a new engine and scales. I will handle all kinds of grain and seeds.—Dan M. Vaughan.

Rolla, Kan.—The Farmers & Merchants Co-operative Ass'n has been organized with a capital stock of \$5,000. E. Stout is pres. of the company, which will build an elvtr. at an early date.

Brewster, Kan.—We have practically completed our new 18,000-bu. elvtr. equipped with up-to-date machinery, including a cleaner. A. F. Roberts had the contract.—Farmers Co-operative Ass'n.

Tice sta. (Wilburton p. o.), Kan.—We have secured a site and are building a 20,000-bu. elvtr., equipped with engine, scale and other necessary machinery.—R. A. Ward, mgr. Morton Grain Co., Hutchinson.

Friend, Kan.—We have secured a site on the Santa Fe R. R. and will build a 20,000-bu. elvtr. which will be completed about Dec. 1. We will have 4 elvtrs. in western Kansas.—R. A. Ward, mgr. Morton Grain Co.

Baker, Kan.—We will build a large store room for flour, feed, cement and hardware. I have been mgr. since Oct. 5 and am enjoying a nice business.—Geo. W. Brown, mgr. Farmers Union Elvtr. & Mercantile Co.

Ashland, Kan.—The Wallingford Bros. Grain Co. has repurchased the elvtrs. at this city, Sitka and Acres, which it sold to C. W. Carson & Sons. This change was made on account of the recent death of C. W. Carson.

Ellsworth, Kan.—Report that the annual meeting of the Kansas Grain Dealers Ass'n was to be held in Hutchinson is somewhat premature, as Ellsworth is out for this meeting, which will not be held until some time in May.

Homer Siding (Russell p. o.), Kan.—R. E. Eliot, who has been assisting in the elvtr. of the Shellabarger Mill & Elvtr. Co. at Russell, has been placed in charge of the company's recently completed 20,000-bu. elvtr. here.

Wilroads, Kan.—Elmer Rile, who farms 1,000 acres of wheat land, is constructing a 27,000-bu. fireproof elvtr. He does not expect to engage in the commercial grain business but merely use it for his own grain.—Gould Grain Co.

Topeka, Kan.—Receipts of the state grain inspection dept. for September were \$9,524.42 and expenses \$5,256.97, giving a profit of \$4,267.45; compared with a profit of \$1,024.19 last year. The previous year the receipts were \$449.93 less than the expenses.

Ford, Kan.—The Liberal Elvtr. Co., of Hutchinson, has bot the elvtr. formerly owned and operated by Chas. E. Stuart and will be conducted in the future under the management of Stanley Tuttle, formerly with Mr. Stuart.—E. B. Cool, agt. J. B. McClure Grain Co.

Clyde, Kan.—The Clyde Co-operative Supply Co. has built a 35,000-bu. concrete elvtr. There are 4 circular bins and 4 bins over the driveway, all hoppers. The equipment includes a Western Sheller and Cleaner, a 15-h. p. gasoline engine, man-lift, rope drive and a gravity loading spout. W. C. Smith is mgr.

Kiowa, Kan.—Our grain market at this place has been very unsatisfactory this year, but there is nothing that can be done at this time to make conditions better. Last year's success in the grain business over this section caused a great many new dealers in the market and the condition of the crop this year will make them just as anxious to get out, so all there is to do is just to wait and matters will adjust themselves.—J. H. Nichols, Sr., J. H. Nichols Grain, Coal & Feed Co.

HUTCHINSON LETTER.

The boilers at the elvtr. of the Kansas Grain Co. are being repaired.

S. G. Bailey, formerly in the grain business here, has removed to Manitou, Colo.—P. M.

The Cargill Commission Co., of Minneapolis, Minn., has brot suit against the Hutchinson Grain Co. of this city, to recover \$3,100 damages for alleged failure to deliver 35,000 bus. of wheat on contract.

An employe of the Lehrack Construction Co., of Kansas City, Mo., has brot suit for \$2,920 against that company and the Wm. Kelly Mfg. Co., of this city. He alleges he was injured while working on the concrete storage tanks recently completed by the milling company. He was lifting window casings to the top of the elvtr., when another employe kicked a piece of reinforced iron off the building, fracturing his skull. He is suing under the workman's compensation law.

WICHITA LETTER.

R. C. Spencer is now working in the office of the Kansas Flour Mills Co.

Vernon Scott, of W. L. Scott & Sons Grain Co., has gone south on his honeymoon.

Stephen H. Miller has been admitted to membership in the Board of Trade on transfer from H. W. Skinner.—James H. Sherman.

The Norris Grain Co. has transferred F. S. Rexford, who has had charge of its office at Enid, Okla., to succeed I. Herbert Blood here.

KENTUCKY

Providence, Ky.—B. C. Cox has engaged in the grain and feed business.

Harrodsburg, Ky.—Clell Coleman has bot the interest of Glover Kyle in the Cogar Grain & Coal Co.

Louisville, Ky.—The death of the 3 youths who were suffocated Sept. 9 in the elvtr. of the Louisville Cereal Mills Co. was held, by a coroner's jury, to have been due to the boys' carelessness.

Louisville, Ky.—Arthur C. Schuff, of A. C. Schuff & Co., was recently awarded a verdict for \$4,980 against John W. & D. S. Green, stock and bond brokers, of this city. This was the result of a bond transaction in which Green was proven the principal or owner of the bonds and not Schuff's broker as he represented.

LOUISIANA

Natchitoches, La.—H. A. Cook is pres. of the recently organized Natchitoches Grain & Elvtr. Co. which has incorporated and raised the necessary funds to build an elvtr. at once.—B.

New Orleans, La.—Bids for the new elvtr. to be constructed for the John T. Gibbons Co. on the New Basin Canal were opened late in October and work will begin as soon as the contract is awarded.—B.

MARYLAND

Baltimore, Md.—Aaron Lewis & Son have leased a 4-story warehouse in this city.

Baltimore, Md.—About 50 members of the grain and feed trade of this city were entertained by Harry M. Rever, a director of the Chamber of Commerce, at an oyster roast Nov. 2.

Baltimore, Md.—Elvtrs. "B" and "C" were not damaged by the fire Oct. 28 which destroyed the 2 Baltimore & Ohio bonded warehouses at Locust Point with a loss of about \$100,000.

MICHIGAN

Ann Arbor, Mich.—H. S. Dean, of the Michigan Mlg. Co., died recently.

Ionia, Mich.—Jonathan Hale & Sons, elvtr. operators, have built a new 300-bbl. mill here.

Middleton, Mich.—Floyd Collett has succeeded Howard Waterman with the Farmers Elvtr. Co.

Snover, Mich.—We have installed 24 bean picking machines and a 20-h. p. oil engine.—Snover Grain Co.

Hubbell, Mich.—La Blanc Bros. have built a new warehouse to facilitate the handling of their grain and feed business.

Leonard, Mich.—Wm. J. Kells has bot an interest in the Leonard Elvtr. Co. and will assume part of the management of the elvtr.

Emmet, Mich.—The Emmet Elvtr. Co. has been incorporated with a capital stock of \$8,000 to operate the elvtr. of the defunct Richmond Elvtr. Co. at this station.

Chesaning, Mich.—The recently incorporated Farmers Elvtr. Co. has taken over our elvtr. which was originally built and owned by Perrot & Stuart.—C. E. Stuart, C. E. Stuart & Son.

Hastings, Mich.—We have completed a cement building, 20x24x30 ft., including basement, and will install an attrition mill with 24 in. burr, sheller and crusher.—Waters Bros. Elvtr. Co.

Columbus, Mich.—Improvements are being made in the elvtr. which M. P. Shanahan, M. W. Bourke and J. P. O'Donnell took over from the defunct Richmond Elvtr. Co. It will be operated under the name of the Columbus Elvtr. Co., which has been incorporated with a capital stock of \$5,000.

Richmond, Mich.—Burt C. Preston, trustee for the defunct Richmond Elvtr. Co., has sold the interests of the company in the elvtrs. at this city, Port Huron, Emmet, Avoca, Smith's Creek, Doyle, Columbus, North Branch and Brown City. Stock of \$10,000 in the elvtr. at New Haven, \$2,500 at Memphis, and those at Marine City, Applegate and Dryden will be sold at the earliest opportunity. Creditors will receive about 25c on the dollar. Joseph W. Winkel is pres. and mgr. and E. H. Rowley, sec'y and treas., of the Farmers Elvtr. Co. which took over the elvtr. here.

MINNESOTA

Rollingstone, Minn.—J. H. Hand is building an elvtr. at this place.

Ashcreek, Minn.—E. A. Appleby is the new mgr. of the Farmers Elvtr. Co.

Henderson, Minn.—The Skewis Grain Co. is rebuilding its elvtr. which burned Oct. 12.

Felton, Minn.—The Felton Elvtr. Co. has been incorporated with a capital stock of \$20,000.

Balaton, Minn.—The Farmers Elvtr. Co. has installed an Englehart Flexible Spout Holder.

Danvers, Minn.—I am now out of the grain business.—E. E. Logeson, E. E. Logeson Elvtr. Co.

Brainerd, Minn.—George Senn has bot the elvtr. and farm machinery business of the late Wm. F. Holst.

Twin Lake, Minn.—The Speltz Grain & Coal Co. has added a lumber yard to its coal business here.—J. P. Donahue, agt.

Porter, Minn.—The elvtr., formerly owned by Erickson & Larson, is closed.—H. W. Speight, agt. Eagle Roller Mill Co.

Bricelyn, Minn.—The Lund Grain Co. has overhauled and painted its elvtr.—C. F. Langworthy, agt. Speltz Grain & Coal Co.

Mapleton, Minn.—Wm. E. Ward is pres. of a farmers elvtr. company which is being organized to buy or build an elvtr. next spring.

Janesville, Minn.—Wm. Lowe is now mgr. of the elvtr. and mill of the Empire Mlg. Co. New machinery has been installed in the plant.

Cobden, Minn.—Mr. Blankenburg, who has been leasing the elvtr. of Newdall Bros., has bot the house and placed C. W. Davis in charge.

Tenney, Minn.—Our recently completed elvtr. has a capacity of 30,000 bus. and is located on the Soo R. R.—H. C. Kirby, agt. Osborne-McMillan Elvtr. Co.

Hector, Minn.—C. E. Johnson is now mgr. of the Farmers Elvtr. Co., succeeding Geo. Hokanson, who is now with a grain commission company at Minneapolis.

Blooming Prairie, Minn.—We have completed a new 30x32 ft. warehouse and will handle flour, feed and twine in the future.—J. R. Edmond, mgr. Farmers Elvtr. Co.

Vesta, Minn.—The Vesta Grain & Fuel Co. has built a new approach to its elvtr. and we have completed some general repairs on our elvtr.—Agt. Bingham Bros.

Imogene, Minn.—We have rebuilt our coal sheds and corn cribs on good concrete foundations and have installed a new Fairbanks Hopper Scale.—J. W. Tanner, mgr. Independent Grain & Lumber Co.

St. Paul, Minn.—A protest against the lease of the Equity Co-operative Exchange, for a terminal elvtr. site, of 50 ft. of the upper levee, was made by J. T. McMillan Co., packers. The company says there is only a 60-ft. roadway at this point, 50 ft. of which has been used by it as a traffic outlet for more than 30 years and on which it has paid assessments and that if the elvtr. is built there the McMillan company will be deprived of proper means of access to its plant. Legal action will be taken if necessary. This will not interfere with the opening of bids and awarding of contracts for the elvtr.

DULUTH LETTER.

The Neola Elvtr. Co., of Chicago, Ill., will establish a private wire office here in the near future.

C. F. Macdonald, sec'y of the Board of Trade, was bereaved recently by the death of his mother.

E. W. Wagner & Co., of Chicago, Ill., have installed a private wire with Ernest Jacobi, sec'y-treas. of the Jacobi Elvtr. Co., as correspondent.

Arthur P. Barnes, of the Barnes-Ames Co., and John A. Savage have been admitted to membership in the Board of Trade, and the membership of John A. Stephenson has been withdrawn.—Chas. F. Macdonald, sec'y.

MINNEAPOLIS LETTER.

H. R. Bertuleit, traveling solicitor for C. H. Thayer & Co., of Chicago, Ill., has secured a similar position with Woodward & Co.

The following have made requests for transfer of memberships: From J. K. Elliot to Albert L. Ashenden and from F. V. Haven to Alexander Campbell.

A tour of inspection of the elvtrs. of the Atlas Elvtr. Co. is being made by Mr. Godfrey, pres., Mr. Kennedy, Sioux City mgr., and Mr. Hall, traveling representative.

Work is progressing on the 6 reinforced grain tanks of the Sheffield Elvtr. Co., now being erected at a cost of \$29,000. The Burrill Engineering & Construction Co. has the contract.

The financial statement of the Chamber of Commerce for the year ending Sept. 30 shows a surplus account of \$756,433.36. During the year \$49,000 in bonds and coupon notes was retired.

Mrs. Amelia Hubbard has brot suit against the Equity Co-operative Grain Co. for \$11,000, alleging that efforts to recover undivided profits from an investment by her husband in the Loftus-Hubbard Co., has failed.

The Pillsbury Flour Mills Co.'s "A" plant was threatened by fire Oct. 28 when a blaze, believed to have been started from spontaneous combustion in oiled waste, was noticed in the paint dept. It was extinguished in 20 minutes.

The following have applied for traveling representative licenses: L. M. Mossman to represent the Lamb-McGregor Co., E. K. Stratton to represent the Brown Grain Co. and D. S. Christensen to represent the Kellogg Commission Co.

Members of the Chamber of Commerce, who receive samples of grain from Duluth, will get them from 30 minutes to an hour earlier, as a result of a new post office arrangement. These will be delivered before 9:30 o'clock each morning.

A reinforced concrete elvtr., 120 ft. high, which will house 24 individual grain tanks, is to be erected by the Pillsbury Flour Mills Co., at a cost of \$100,000. It will be completed July 1, 1916, by the Barnett & Record Co., which has the contract.

MISSOURI

Humansville, Mo.—P. D. Blake has completed an up-to-date elvtr. at this station.

Higginsville, Mo.—A. E. Asbury, pres. of the Higginsville Mlg. Co., died Oct. 19, aged 80 years.

Sandy Hook, Mo.—I operate the only elvtr. here and am bothered a little by a scoop shoveler.—John Cramer.

Parnell, Mo.—A scoop shoveler is operating at this station. The Shannon Grain Co. is the only regular firm in the grain business.—S.

Neosho, Mo.—Thurman-Davis Grain Co., incorporated; capital stock, \$25,000; incorporators, C. E. Davis, W. J. Thurman and C. M. Robeson.

Maysville, Mo.—The Shannon Grain Co. of Kansas City, operates the only elvtr. here. We have no Farmers Elvtr. Co. at this station.—X.

Clarksburg, Mo.—A. C. Yountz, of Tipton, will build a 15,000-bu. elvtr. at this station. A. F. Roberts has the contract.—R. L. Wehmeier, Tipton.

Tipton, Mo.—Mr. Ratliff has sold his interest in the elvtr. to me and has removed to Delphi, N. Y., and engaged in the dairy business.—R. L. Wehmeier.

Mexico, Mo.—Wm. D. Schmitt, of Appleton City, vice-pres. of the Missouri Grain Dealers Ass'n. has succeeded the late James D. Mann as pres. of the ass'n.

Memphis, Mo.—We have completed a new elvtr. for handling wheat, oats and rye. A cleaner has been installed for all kinds of cleaning.—W. L. Briggs & Son.

Caruthersville, Mo.—Fred Morgan, of Hayti, has purchased the Horner Elvtr. W. N. Sloan, of Memphis, will manage the house, which will be owned by a stock company.

La Due, Mo.—Our new 12,000-bu. elvtr. was completed Sept. 9 at a cost of \$3,000. We have done \$5,000 worth of business per month since.—Wm. Lee Pinkerton, mgr. La Due Grain & Supply Co.

Matthews, Mo.—The Matthews Grain & Elvtr. Co. and B. F. Swartz are the same firm and are now operating under the former name. We are adding an ear corn stand to our elvtr. to take the place of the farmer's corn dump now in use.—B. F. Swartz, for Matthews Grain & Elvtr. Co.

Clearmont, Mo.—The elvtr., operated by G. W. Carter, of Hepburn, Ia., containing some wheat, burned Oct. 23. The origin of the fire is unknown. The loss is estimated at \$6,000, partly covered by insurance. An elvtr., similar to the destroyed house, will be built to replace it at once.—H. E. Combs, mgr.

The following have applied for membership in the Missouri Grain Dealers Ass'n: H. L. McClain, Agency; J. F. Hughes, Osborne; Walters Grain Co., Barnard; Tripp & Fisher, Jameson, Easton Grain Co., Easton; Aunt Jemima Mills Co., St. Joseph; Wertenberg & Son, Clarksdale, and J. H. McDaniell, Hemple.—J. A. Gunnell, sec'y.

St. Joseph, Mo.—T. P. Gordon, grain dealer, was given a \$1 verdict in his suit against James A. Smiley, a farmer of Willowbrook, on a \$250 wheat deal. On July 1, 1914, Gordon contracted with Smiley for 700 bus. of wheat at 65c a bu. When war was declared in Europe wheat went to a dollar a bu. and Smiley sold at that price to another person. Gordon wanted the difference between 65c and \$1 a bu. on account of alleged breach of contract. The defense of Smiley was that he thought Gordon was to take the wheat in 20 days

and when he failed to call for it in that time he considered the deal "off." By giving Gordon the judgment for \$1 the jury threw the costs on Smiley.

KANSAS CITY LETTER.

F. M. Corbin, of B. C. Christopher & Co., was seriously injured in an automobile accident recently.

The wife and 2 daughters of H. P. Ismert, treas. of the Ismert-Hinke Mlg. Co., were injured in a recent automobile accident.

Memberships in the Board of Trade are \$1,250 cheaper than they were 7 months ago, a recent sale having been made at \$4,000.

H. L. Stroud, grain dealer, was severely injured when he was shot Oct. 28 by Wm. Sherwood whose son he had accidentally run over and killed with an automobile.

A. J. Izzard, of Harris, Winthrop & Co., of Chicago, Ill., has been admitted to membership in the Board of Trade on transfer from B. F. Schwartz, of the Keusch & Schwartz Co., of New York, N. Y.

Contract has been let for an addition to the Coburg Elvtr., owned by the C. M. & St. P. R. R., at a cost of \$50,000. The capacity of the elvtr. is 2,000,000 bus. and the annex will bring it to almost 3,000,000 bus.

C. C. Orthwein has filed suit to prevent the use of his name in the Orthwein-Matchette Investment Co., grain, cotton and stock brokers, altho he will not retire from the firm. The suit is a friendly one and was brot to straighten legal difficulties which occurred in 1909.

Mason Gregg, 64 years of age, a member of the Board of Trade for the past 25 years, died Nov. 4 after an illness of a year's duration. He was formerly a member of the Mason Gregg Grain Co. which discontinued business in 1913. He is survived by his widow and a daughter.

ST. LOUIS LETTER.

Charles O. Schultz, who entered the grain business 40 years ago with the Orthwein Commission Co., died Oct. 28. He was 66 years of age.

Henry F. Langenberg, pres. of the Langenberg Bros. Grain Co., has sufficiently recovered from his recent critical illness to be at his office a few days each week.

Frank P. McClellan, of the J. S. McClellan & Son Grain Co., who some time ago was suspended from the Merchants Exchange, on account of controversy with a customer, has been reinstated.

Howard H. Logan, of Logan & Bryan, Chicago, Ill., and G. F. Hawley, elvtr. supt. of the Langenberg Bros. Grain Co., have been admitted to membership in the Merchants Exchange. The memberships of J. D. Marshall, H. F. Schlocke and John G. Lonsdale have been transferred.—Eugene Smith, sec'y.

MONTANA

Harlem, Mont.—The Imperial Elvtr. Co. has completed its new elvtr.

Walsh, Mont.—Farmers of this section are planning to ship their own grain.

Ollie, Mont.—The Equity Elvtr. Co., of Westmore, has completed its new elvtr.

Raynesford, Mont.—Excavations are being made for the new elvtr. of the Equity Elvtr. Co.

Wilsall, Mont.—The Bozeman Mlg. Co. has bot the 45,000-bu. elvtr. of the Occident Elvtr. Co.

Fairview, Mont.—The Farmers Elvtr. Co. and the Farmers Co-operative Co. have been consolidated.

Hysham, Mont.—Farmers will form a company with a capital stock of \$25,000 to build an elvtr.

Buffalo, Mont.—The Montana Elvtr. Co. has completed its new elvtr.—H. E. Pasek, agt. McCaull-Webster Elvtr. Co.

Hall, Mont.—We have bot the 25,000-bu. elvtr. of the Granite County Mill & Elvtr. Co., but have not taken possession at this time.—Montana Central Elvtr. Co., Minneapolis, Minn.

Christina, Mont.—Wm. Williams has not been mgr. of the Farmers Elvtr. Co. since June 1.—Frank McOvat, mgr.

Billings, Mont.—The H. Poehler Co., of Minneapolis, Minn., has opened a branch office with W. P. Lang in charge.

Great Falls, Mont.—W. W. Haight, supt. of the Montana Central Elvtr. Co., recently underwent a successful operation.

Harlem, Mont.—G. M. Wight, of Waupun, Wis., is mgr. and miller of the recently completed elvtr. of the Harlem Mlg. Co.

Joplin, Mont.—The recently incorporated Equity Elvtr. & General Trading Co. has started work on its new 40,000-bu. elvtr.

Reserve, Mont.—We have the 20,000-bu. annex to our elvtr. completed and in operation.—H. C. Riley, agt. Victoria Elvtr. Co.

Terry, Mont.—The Columbia Elvtr. Co. has built a 30,000-bu. elvtr. this year. Niel Cole is agt.—Fred P. Kinyore, mgr. Wm. O'Loughlin.

Red Lodge, Mont.—The Red Lodge Elvtr., which burned Aug. 20, has been rebuilt and reorganized under the name of the Rock Creek Farmers Elvtr. Co. It is now receiving grain.—J. H. Hyatt.

Three Forks, Mont.—Three Forks Mlg. Co., incorporated; capital stock, \$55,000; incorporators L. S. Greenwood, E. W. Wullenwaber and C. L. Hoy. The company has built an elvtr. and started the erection of a mill.

Lewistown, Mont.—Fire was discovered Oct. 23 in a carload of wheat coming in from Hilger. The car was detached from the train and hurried to this city and the blaze extinguished before material damage was done.

Sidney, Mont.—The elvtr. of the Valley Mercantile & Lumber Co., containing 14,000 bus. of wheat, was destroyed recently by fire supposed to have been caused by sparks from a passing locomotive. Report states that the loss is fully covered by insurance.

NEBRASKA

Lushton, Neb.—Lee Fredricks is now agt. of the Hynes Elvtr. Co.

Duncan, Neb.—I am now with the Farmers Elvtr. Co. here.—I. G. Holdridge.

Columbus, Neb.—Work is progressing on C. H. Sheldon's new 30,000-bu. elvtr.

Germantown, Neb.—The elvtr. of the Farmers Grain Co. is being overhauled.

Arcadia, Neb.—I am agt. of the Wilsey Grain Co. at this station.—H. A. Bellinger.

Columbus, Neb.—The T. B. Hord Grain Co. is installing new machinery in its elvtr.

Gretna, Neb.—John Strasser, of Tekamah, is now agt. of the R. E. Roberts Elvtr. Co.

Bloomfield, Neb.—I. H. Grothe has resigned as agt. of the McCaull-Webster Elvtr. Co.

Curtis, Neb.—A new steam boiler is being installed by the Curtis Mills, elvtr. operators.

Grant, Neb.—I am mgr. of the recently organized Farmers Co-operative Union.—J. L. Landes.

Seward, Neb.—Wm. C. Jacobs has succeeded J. J. Brown as mgr. of the Farmers Elvtr. Co.

Tecumseh, Neb.—John P. Vickroy, mgr. of an elvtr. at one time, died Oct. 30, aged 68 years.

Manley, Neb.—Dan Bourke has bot the interest of Leo Tighe in the grain firm of Tighe & Bourke.

Omaha, Neb.—C. E. Niswonger, of the Blanchard-Niswonger Co., has recovered from a severe illness.

Gretna, Neb.—T. W. Culbertson, of Osmond, has succeeded Jacob Ehlers as mgr. of the Gretna Elvtr. Co.

Arnold, Neb.—The Farmers Elvtr. Co. has been incorporated by August Blixt, John P. Long and others.

Arapahoe, Neb.—Mace Lewis is acting as agt. of the Hynes Elvtr. Co. during the illness of Frank Carpenter.

York, Neb.—W. F. Nieman, pres. and mgr. of the York Mlg. Co., was married recently to Miss Blanche Cox.

Neligh, Neb.—Stephen F. Gilman, prop. of a 70,000-bu. elvtr. and mill, operated as the Neligh Mills, died of pneumonia Nov. 1.

Holdrege, Neb.—Work is progressing on the new 50,000-bu. elvtr. of the Central Granaries Co., built to replace the house which burned Aug. 29.

North Bend, Neb.—The Farmers Elvtr. Co. has bot the lumber business of the Wallrath & Sherwood Lumber Co. and will handle it in connection with its elvtr.

Benson, Neb.—The R. M. Thompson Co. has been incorporated with a capital stock of \$10,000 by E. M. Thompson, K. B. Cameron and P. E. Horan. The company will deal in grain.

Fremont, Neb.—The Farmers Union Ass'n has leased a site on which it will build an elvtr., lumber and coal sheds and other buildings. A warehouse has also been purchased.

Coleridge, Neb.—The earnings of the Farmers Grain & L. S. Ass'n for the past year were 25 3/10%. It was voted to change it to a co-operative organization.—Guy F. Briggs, mgr.

Bertrand, Neb.—The report that the farmers have organized a company and bot an old mill is incorrect. We operate the only mill here which is a new plant with storage for 60,000 bus. of grain.—Nebraska Grain & Mlg. Co., Holdrege.

Gibbon, Neb.—The Grange Co-operative Elvtr. Co. has been incorporated with a capital stock of \$25,000 and has bot the 20,000-bu. elvtr. of the Omaha Elvtr. Co. Automatic scales have been installed and a cleaner and feed grinder will be put in. Ed. H. McGowan was elected pres. and general mgr.—Chas. L. Walker, sec'y-treas.

Omaha, Neb.—M. W. Cochrane, formerly with the Cavers-Sturtevant Commission Co., retires from that firm and joins the Geo. A. Roberts Grain Co. as mgr. of its receiving and shipping business. He has been a member of the weighing dept. of the St. Louis Merchants Exchange for 5 years and filled a full term as pres. of that exchange.

Mullen, Neb.—We have completed our new elvtr. on the Lincoln & Billings branch of the C. B. & Q. This is the first elvtr. in the sand hill country of western Nebraska. It is an up-to-date 8,000-bu. house with cement hoppers, bins and foundation, absolutely ratproof. We will not install a cleaner or scale this year on account of poor crop, but will put in a feed grinder to grind grain and feed.—L. E. Harding, mgr. Mullen Grain Co.

Hordville, Neb.—A slight reduction in the rates on wheat and corn shipped from this station to Omaha has been ordered by the state railway commission, in deciding the complaint of the Nebraska Farmers Co-operative Grain & L. S. Ass'n against the Union Pacific R. R. On wheat the rate is lowered from 12.75c per 100 lbs. to 12.32c, while on corn it is cut from 12.75c to 11.05c. At the recent hearing it was shown that elvtrs. in nearby towns could pay more for grain because they could ship it at less cost.

NEW ENGLAND

Oldtown, Me.—The Eastern Grain Co. is repairing and painting its plant.

Central Village, Conn.—F. H. & F. W. Tillinghast lost their grain building by fire Oct. 21.

Buckfield, Me.—Enos D. Heald, for over 30 years in the grain business here, died Oct. 24.

Bridgeport, Conn.—Fire caused heavy damage at the grain elvtr. of the Susman Feuer Co.—M.

Florence, Mass.—W. N. Potter Sons & Co. have purchased the grain business of C. O. Parsons.—M.

Salem, Mass.—Ropes Bros., grain dealers, are celebrating the 80th anniversary of the founding of their grain business.

Medway, Mass.—W. L. Palmer Co. incorporated; capital stock, \$75,000; incorporators, E. J. Leland, B. P. Emerson and C. A. Digney. The company will handle grain, hay and fuel.

South Sudbury, Mass.—The grain firm of Charles O. Parmenter & Co. has been re-organized, and henceforth will be known as Parmenter & Whittemore. Mr. Whittemore was formerly in business at Concord, Mass.—M.

Milford, N. H.—Kendall & Wilkins have bot the grain elvtr. formerly owned by Merrill Bros. and which had been used for years by D. Whiting & Sons. The recent death of Mr. Wilkins will not change the name of the firm.

Boston, Mass.—Fagg & Taylor, of Milwaukee, Wis., have opened a branch office in the Chamber of Commerce Bldg., Edward F. Clapman, formerly in charge of the company's office in New York, N. Y., has been transferred to this city.

Wrentham, Mass.—Warren K. Gilmore, who for 40 years has been a grain dealer, celebrated with Mrs. Gilmore a fiftieth wedding anniversary, Nov. 13. Mr. Gilmore founded the firm now conducted under the name of W. K. Gilmore & Sons.—M.

Boston, Mass.—A. W. Jordan, who for years represented the Hooper Grain Company, of Chicago, Ill., thruout the New England states, announces to the trade that he has secured several accounts that will enable him to supply lines of goods similar to those carried by the Hooper Grain Co.

Hinsdale, Mass.—I am building a 30x30 ft. elvtr. with a capacity of 12,000 bus. of bulk grain. Above the first floor, on which the mill is located, are bins made of 2x4, nailed one on top of the other. These are 24 ft. deep. The power used will be electricity with direct connected motors.—C. A. Pierce.

New England dealers are chafing under delays in shipment caused in part by the car shortage and congestion at the eastern ports of the Great Lakes, but mainly by the existing strike of the freight handlers of the Boston & Maine, the New Haven and the Boston & Albany railroads. Now a sympathetic strike of all the longshoremen and truckmen is imminent. With shipments from Boston to New England points well tied up, the grain dealers are facing a gloomy outlook. Their particular complaint concerns the great delay in the handling of shipments of grain that reach Boston in thru trains from the west, and then are made into car lots for distribution to the nooks and corners of New England. Because of the tie-up some of the grain has reached its destination in a spoiled condition, and other shipments have failed utterly to go thru.—M.

NEW JERSEY

Mount Holly, N. J.—The firm of Rogers & Boyd was dissolved some time ago, Mr. Boyd retiring from the firm. The business is being continued by me under my own name.—Charles E. Rogers.

NEW MEXICO

Roy, N. M.—J. F. Simpson is mgr. of the Wilson Co.'s recently completed 7,000-bu. elvtr.

NEW YORK

Cuba, N. Y.—Warren O. Phelps, of the grain firm of Phelps & Sibley, died Oct. 20.

Waterloo, N. Y.—William L. Sweet has bot a site on which he will build an elvtr. and grist mill.

Seneca Falls, N. Y.—An elvtr. and storage warehouse will be built by the Chamber of Commerce.

Salamanca, N. Y.—The Fidelity Feed & Grain Co. has been organized by J. D. Gibbey and will probably succeed the Chesbro Mlg. Co. which lost its plant by fire recently.

Syracuse, N. Y.—P. E. Stewart, mgr. of the Syracuse Mill & Elvtr. Co., was married recently to Miss Daisy Rinehart.

Rochester, N. Y.—The Newman Bros. Grain Co. has installed an elvtr. leg with a capacity of 2,000 bus. per hour and an oat cleaner of 1,000 bus. per hour capacity.

Lyons, N. Y.—Vanderveer & Coleman are building a 50,000-bu. wheat and bean warehouse. The building will be 30x32 ft. and the upper floors will be used for picking rooms.

BUFFALO LETTER.

Robert L. Fryer, pres. of the H.-O. Co., died suddenly Oct. 20.

The Globe Elvtr. Co. has its new 100,000-bu. elvtr. almost completed.

Application of the Globe Elvtr. Co. to construct enclosed grain conveyors across Vincennes, Tennessee and Kentucky Sts. to connect with the Erie R. R. tracks, was approved recently by the councilmen.

The Alder-Stofer Grain Co. has filed a voluntary petition in bankruptcy with liabilities amounting to \$20,080.38 and assets of \$1,820.68. The liabilities are principally claims against the company for alleged failure to deliver grain to purchasing creditors. Suit against the company has already been started by the Globe Elvtr. Co. for \$6,000 for failure to complete a sale of merchandise.

NEW YORK LETTER.

James Smith, of Smith & Miller, is recovering from a recent operation and will be back at his office some time this month.

F. W. Link, traveling solicitor for Chas. Schaefer & Son, has been placed in charge of the firm's new office in the Produce Exchange Bldg.

Chas. B. Crofton, representing the Brainard Commission Co., W. C. Schillhius, of W. C. Schillhius & Co., Rotterdam, Holland, and Chas. E. Colson, representing James Carruthers & Co., have applied for membership in the Produce Exchange.

NORTH DAKOTA

Sanborn, N. D.—C. E. Canfield is building an elvtr. here.

Wild Rice, N. D.—I am now agt. of the Baldwin Elvtr. Co.—Clare Cobb.

Gladstone, N. D.—Geo. W. Lee will install a side hopper Boss Car Loader.

Spiritwood, N. D.—I am now agt. of the Occident Elvtr. Co.—E. D. Pratt.

New England, N. D.—I am agt. of the Empire Elvtr. Co.—C. B. Hanson.

Grano, N. D.—I am now agt. of the Canton Grain Co.—J. B. Meyers.

Woodhull, N. D.—I am now agt. of the National Elvtr. Co.—P. H. Wynn.

Coteau, N. D.—The Farmers Elvtr. Co. is building a large annex to its elvtr.

St. Thomas, N. D.—The Occident Elvtr. Co. has built a new storage warehouse.

Wahpeton, N. D.—I am mgr. of the Equity Elvtr. Trading Co.—E. K. Perrin.

Ryder, N. D.—The Farmers Grain Co. has its 34,000-bu. elvtr. in operation.

Vashti sta. (Pingree p. o.), N. D.—I am now agt. of the Star Elvtr. Co.—Lee Dodge.

Wellsburg, N. D.—Joe Shotz is now agt. of the Victoria Elvtr. Co.—Billigmeier & Heil.

Monango, N. D.—An elvtr. is being erected on the Caldwell farm west of this town.

Kildeer, N. D.—An elvtr. company is being organized by the farmers to build an elvtr.

Oakes, N. D.—The Royal Elk Mlg. Co. has bot the elvtr. and mill of the Oakes Flour Mills.

Sydney, N. D.—The Farmers Elvtr. Co. has succeeded the Dakota Grain Co.—A. L. Kline, mgr.

Fairdale, N. D.—J. Aiken is agt. of the Spaulding Elvtr. Co.—O. B. Tausan, agt. Atlantic Elvtr. Co.

Wing, N. D.—P. Evans is now mgr. of the Farmers Elvtr. Co., Joe Koeler of the Monarch Elvtr. Co.

Towner, N. D.—A. P. Berget is now agt. of the Andrews Grain Co.—Frank Wilson, agt. Imperial Elvtr. Co.

Williston, N. D.—The Farmers Elvtr. Co. has put in a new Fairbanks Automatic Scale.—M. L. Buckland.

Germany sta. (no p. o.), N. D.—This is a new station and an elvtr. is now in course of construction here.

Munster sta. (Bremen p. o.), N. D.—The Munster Equity Exchange has purchased the elvtr. of Ole Arnegaard.

Whitman, N. D.—Jens Peterson is now agt. of the Atlantic Elvtr. Co.—Will Kangas, agt. Northland Elvtr. Co.

Tilden sta. (Brinsmade p. o.), N. D.—I operate a 25,000-bu. elvtr. which is the only one here.—E. Beissbarth.

Voltaire, N. D.—Ed Holt is now mgr. of the Farmers Elvtr. Co.—M. C. Anderson, agt. Osborne-McMillan Elvtr. Co.

Tolna, N. D.—Henry Deehr is mgr. of the Farmers Elvtr. Co. and I am agt. of the National Elvtr. Co.—E. I. Raknem.

Alta sta. (Valley City p. o.), N. D.—The recently organized Equity Trading Co. has completed its new 50,000-bu. elvtr.

Marion, N. D.—The Farmers Elvtr. Co. has installed a new cleaner and a 15-h. p. oil engine.—R. D. Robertson, mgr.

Webster, N. D.—G. Iverson is now agt. of the Farmers Grain Co.—M. H. Goozee, agt. St. Anthony & Dakota Elvtr. Co.

Temple, N. D.—John Cowen is now agt. of the International Elvtr. Co.—John Orser, agt. St. Anthony & Dakota Elvtr. Co.

Hope, N. D.—The elvtr. of the North-western Elvtr. Co., which has been closed for some time, is now being wrecked.

Woods, N. D.—L. G. Billings is now agt. of the Monarch Elvtr. Co. and I am mgr. of the Farmers Elvtr. Co.—C. R. Enright.

Solen, N. D.—The Solen Equity Exchange is installing a new cleaner in its elvtr.—F. J. Seidl, agt. Winter-Truesdell-Ames Co.

Tappen, N. D.—We operate the 2 elvtrs. here and expect to handle about 300 bus. grain.—John H. Sleight, agt. Powers Elvtr. Co.

Ypsilanti, N. D.—We have bot the elvtr. of the Monarch Elvtr. Co. in addition to our own house.—C. Gebson, mgr. Farmers Elvtr. Co.

Woodworth, N. D.—Farmers are talking of building an elvtr. here. I am now agt. of the Regan & Lyness Elvtr. Co.—H. H. Nixon.

Danzig, N. D.—The Gackle Grain Co. has completed its new 25,000-bu. iron clad elvtr.—Wm. Wilcke, mgr. Wishek Grain Co., Wishek.

Tagus, N. D.—I am now mgr. of the Farmers Elvtr. Co. The Western Elvtr. Co. has succeeded the Minot Flour Mill Co.—C. Guy Eddy.

Walden sta. (Page p. o.), N. D.—Giles Appel is mgr. of the Farmers Elvtr. Co. and I am agt. of the Cargill Elvtr. Co.—J. H. Poyzer.

White Spur (Kramer p. o.), N. D.—Wm. Wise is now mgr. of the Farmers Elvtr. Co. and I am agt. of the Woodworth Elvtr. Co.—E. R. Bye.

Dickinson, N. D.—J. P. Havens, of Minneapolis, Minn., is buyer and grader at the new 50,000-bu. elvtr. of the Farmers Union Elvtr. Co.

Pembina, N. D.—Pembina Grain & Lumber Co., incorporated; capital stock, \$20,000; incorporators, Frank C. Moris, Grace D. and H. L. McDougall.

East Fairview sta. (Fairview, Mont. p. o.), N. D.—Ben L. Hardaway, of Cartwright, has succeeded the Farmers Elvtr. Co. at this station.

Tyler, N. D.—The Farmers Elvtr. Co. owns both elvtrs. at this station, having taken over the elvtr. of the Reliance Elvtr. Co.—A. Thompson, mgr.

Stanley, N. D.—The Farmers Elvtr. Co. has taken over the 25,000-bu. elvtr. at one time operated by M. C. Graham and later by Frank O'Keefe.—H. L. Elliott, mgr.

Tower City, N. D.—F. C. Barrey is now agt. of the Baldwin Elvtr. Co., Geo. Skeim is agt. of the Acme Grain Co. and I am agt. of the Great Western Grain Co.—Fred Kramer.

Parkhurst sta. (Jamestown p. o.), N. D.—Two scoop shovellers are operating here. I am agt. of the North Star Grain Co. which has the only elvtr. at this station.—R. C. McCann.

Verona, N. D.—The Farmers Elvtr. Co., Shaw & Freeman, props., has succeeded Waukel, Cruden & Engel. R. A. Freeman is mgr.—Frank Trousley, agt. Andrews Grain Co.

Truro, N. D.—The elvtr. of the Cargill Elvtr. Co. is closed. We took over the elvtr. of the Heising Grain Co. Aug. 1.—Jas. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

Park River, N. D.—The Lybeck Grain Co. is wrecking a 40,000-bu. elvtr. and will rebuild it at Marston sta. (Pettibone p. o.). It will be a modern plant with full equipment.

Hartland, N. D.—Farmers Co-operative Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, James Johnson and L. C. Larson, of Donnybrook and A. O. Norgard of this city.

Turtle Lake, N. D.—Jake Haas operates a 10,000-bu. elvtr. here. Christ Stradinger is now agt. of the Regan & Lyness Elvtr. Co.—T. F. McGrevey, mgr. Equity Elvtr. & Trading Co.

Sykeston, N. D.—I have been transferred from the elvtr. of the Occident Elvtr. Co. at Adrian to this place. Chas. L. Stewart is now agt. of the Andrews Grain Co.—F. H. Colby.

Thompson, N. D.—We have sold 1 of our elvtrs. to the Northwestern Elvtr. Co. and it has closed its own house and is operating this elvtr. only.—M. C. Gaulke, mgr. Farmers Elvtr. Co.

North Valley City (Valley City p. o.), N. D.—C. Lee is agt. of the Occident Elvtr. Co. and C. Peterson is agt. of the Atlantic Elvtr. Co.—N. A. Johnson, mgr. Russell-Miller Mlg. Co.

Fort Clark, N. D.—Farmers Union Elvtr. Warehouse & Consumers Co-operative Co. incorporated; capital stock, \$3,000; incorporators, L. E. Dresser, H. O. Monson and John Anderson.

Jud, N. D.—Charles Rector, the 8-year-old son of F. C. Rector, received injuries resulting in his death while playing around his father's elvtr. He fell beneath the wheels of a loaded grain wagon and died a short time after.

Watford, N. D.—F. W. Gaffney has bot the 30,000-bu. elvtr. of the Watford Grain Co. E. A. Johnson is mgr. of the Farmers Elvtr. Co.—J. H. McCarthy, agt. Winter-Truesdell-Ames Co.

Simcoe, N. D.—The Farmers Elvtr. Co., of which Arthur Ihle is mgr., is contemplating the installation of a grain cleaner. I am agt. of the Osborne-McMillan Elvtr. Co.—O. R. Haughland.

Stampede, N. D.—The St. Anthony & Dakota Elvtr. Co. has succeeded the Farmers Elvtr. Co. and Sam Haggen has been placed in charge. C. A. Vaughn is now agt. of N. J. Olsen & Sons.

Weaver, N. D.—The elvtr. of McCabe Bros. has been wrecked and removed. M. C. Lund is mgr. of the Farmers Elvtr. Co. and I am agt. of the St. Anthony & Dakota Elvtr. Co.—C. Cardinal.

Nortonville, N. D.—The recently organized Equity Elvtr. & Trading Co. incorporated; capital stock, \$15,000; incorporators, Jas. Withnell and Chris Bingley of this city, and H. N. Jordan.

Wyndmere, N. D.—The elvtr. of the Andrews Grain Co. has been closed for the past 5 years. N. H. Nelson is now agt. of the Osborne-McMillan Elvtr. Co.—J. L. Olson, mgr. Farmers Elvtr. Co.

Temvik, N. D.—August Fehlhaber is now agt. of the Occident Elvtr. Co. and Fred Snyder is now agt. for Seeman & Krueger. We have completed our new elvtr.—C. J. Bieber, mgr. Farmers Elvtr. Co.

Goldwin sta. (no p. o.), N. D.—Ed Alfisen, of Edmunds, is building a new elvtr. at this station which is 5 miles east of Woodworth. Geo. Fair is agt.—H. H. Nixon, agt. Regan & Lyness Elvtr. Co., Woodworth.

Martin, N. D.—The elvtrs. of the Osborne-McMillan Elvtr. Co. and J. L. Moellendorf are closed. J. T. Mollendorf is now agt. for B. G. Southall and I am agt. of the Woodworth Elvtr. Co.—A. J. Skognist.

Thorne, N. D.—The Monarch Elvtr. Co. has succeeded the Duluth Elvtr. Co. with W. O. Fisher as agt. and is contemplating the installation of an engine. I am agt. of the Andrews Grain Co.—Arthur Parisian.

Williams sta. (Alpha p. o.), N. D.—The Heaton Lumber Co., of Heaton, is building a 40,000-bu. elvtr. at this station which is 5 miles west of Pettibone on the Pingree branch.—H. L. McGee, agt. Occident Elvtr. Co.

Souris, N. D.—We have leased the elvtr. of the Winter-Truesdell-Ames Co. in addition to our own house. A. D. Fairweather is now agt. of the St. Anthony & Dakota Elvtr. Co.—Ray W. Judy, agt. Acme Grain Co.

Taylor, N. D.—The following companies operate elvtrs. here: Farmers Elvtr. Co. with E. E. Ingold as mgr.; Lyon Elvtr. Co. with C. E. Bird as mgr., and the Occident Elvtr. Co. with myself as agt.—A. H. Conradson.

Stiles sta. (Lidgerwood p. o.), N. D.—The Minneapolis & Northern Elvtr. Co. has succeeded the Atlantic Elvtr. Co. and engaged W. F. Bauman as agt. I am agt. of the St. Anthony & Dakota Elvtr. Co.—A. C. Brueste.

Walhalla, N. D.—W. A. Andrews has succeeded J. O. Stearns, who resigned as mgr. of the Walhalla Mlg. Co. to manage a business of his own at Halstad, Minn.—R. B. Cunningham, agt. St. Anthony & Dakota Elvtr. Co.

Warren, N. D.—This was formerly called Schaible sta. The Equity Elvtr. & Trading Co. has bot the 35,000-bu. elvtr. of the Great Western Grain Co. and engaged J. S. Pluth as mgr.—C. L. Olson, mgr. Independent Elvtr. Co.

Tioga, N. D.—The Farmers Elvtr. Co. and Nelson Bros. are putting in Richardson Oat Separators. The Victoria Elvtr. Co. has built an addition to its house. I am agt. of the St. Anthony & Dakota Elvtr. Co.—Anton Carlson.

Silva, N. D.—Geo. Crawford is agt. of the Spaulding Elvtr. Co., W. Mower is agt. of the Northwestern Farmers Elvtr. Co., of Balta, which operates a 30,000-bu. house, and I am agt. of the Osborne-McMillan Elvtr. Co.—K. E. Mork.

Portland, N. D.—Work on the new 40,000-bu. iron clad elvtr. of the Co-operative Elvtr. Co. is progressing rapidly. Equipment includes a cleaner, 2 stands of legs, automatic scale and full platform dump. The house contains 15 bins.

Wildrose, N. D.—New agts. at this station are: E. G. Auth for the Equity Equity & Trading Co., M. Gulson for the Imperial Elvtr. Co. and Peter Erickson, Jr., for the National Elvtr. Co. Jesse Taylor does not operate an elvtr.—C. O. Highum.

Wimbledon, N. D.—Art Hammer is now agt. of R. Clendenning & Co., succeeding L. F. Chase, who died some time ago. J. Nolan is mgr. of the Farmers Elvtr. Co. and W. T. Simpson of the Midland Elvtr. Co.—D. F. Dick, agt. Royal Elvtr. Co.

Velva, N. D.—Incendiaries attempted to burn the elvtrs. of Gilbertson Bros. and the Farmers Elvtr. Co. of which Rudolph Feige is mgr., fires being discovered simultaneously in the 2 houses. Both were extinguished before serious damage was done.

Strasburg, N. D.—The German Grain Co. operates 3 elvtrs. here, a 30,000-bu. elvtr. with L. K. Mastel as agt., a 15,000-bu. house with Paris Green as agt. and a 25,000-bu. elvtr. with Brickner Bros. as mgrs. K. Beighler is mgr. of the new 35,000-bu. elvtr. of the Farmers Elvtr. Co., A. J. Baumgardner is agt. of the Reliance Elvtr. Co. and Peter C. Van Soest is mgr. of our company.—Ed Kruger, Seeman & Kruger.

Wales, N. D.—The elvtr. of the Duluth Elvtr. Co. is closed. B. J. Fitzpatrick is agt. of the Linden Investment Co., Joe Hilee is mgr. of the 45,000-bu. elvtr. of the Farmers Elvtr. Co. and I am agt. of the Northwestern Elvtr. Co.—Geo. R. Maynard.

Williston, N. D.—The elvtr. of J. O. Halverson is closed. A. E. Bucklen is now agt. for McCabe Bros., Malcolm McKay for Oscar Hanson, Frank Vold for the Farmers Elvtr. Co., and A. E. Lowe for the City Elvtr.—C. W. Jennison, mgr. Williston Mill Co.

Valley City, N. D.—J. H. S. Thompson is now mgr. of the Farmers Elvtr. Co. P. P. Persons is dead and the elvtr. formerly operated by him is now owned by his daughter and is not in operation at present.—N. A. Johnson, mgr. Russell-Miller Mfg. Co.

Kief, N. D.—Wm. Bokovoy, prop. of the Bokovoy Grain & Fuel Co., village marshal, was held for first degree murder in connection with the shooting of Joe Black. Mr. Bokovoy shot Black, when he attempted to escape arrest while engaged in a knife fight.

Halliday, N. D.—We handled 200,000 bus. of grain this year with a profit of \$9,000. Our elvtr. is an up-to-date house, equipped with 2 legs, automatic scale, manlift, electric drive, and cleaner. We furnish electric lights for the city.—M. D. O'Neill, mgr. Farmers Elvtr. Co.

Fryburg, N. D.—We have purchased the elvtr. of the Occident Elvtr. Co. and will make no improvements until next year. Have handled 15,000 bus. of grain during the past week. G. H. Flint, mgr. of our company, was formerly agt. of the Occident Elvtr. Co.—Farmers Union Elvtr. Co.

Tolley, N. D.—The new 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed. Equipment includes a double leg, a 1,500-bu. cleaner, Richardson Automatic Scale, manlift and all conveniences for the rapid handling of grain. J. O. Johnson is mgr.—H. M. Christen, agt. Occident Elvtr. Co.

Sutton, N. D.—The recently organized Sutton Grain Co., incorporated; capital stock, \$20,000; incorporators, C. A. Fitch, A. J. Smith, Cooperstown, and H. L. Chaffee of Amenia. The company has taken over the elvtr. of the Amenia Elvtr. Co. and installed a new 6-ton Fairbanks-Morse Dump Scale.

Steele, N. D.—We have completed an up-to-date elvtr. Equipment includes a Richardson Automatic Scale on lower floor, cleaner, manlift, 2 legs, a 6-ton platform dump scale and a 15-h. p. gas engine. We have incorporated with a capital stock of \$10,000 and have been in the grain business about 2 months.—Farmers Elvtr. Co.

Underwood, N. D.—The Kellogg Commission Co. has succeeded the McGray & Kjelstrup Elvtr. Co. and H. E. Hegerty is agt. G. W. Gentz is agt. of the Occident Elvtr. Co. and I am agt. of the Atlantic Elvtr. Co. H. O. Jenny is the present mgr. of the Underwood Mfg. Co. which is owned by McGray & Kjelstrup.—A. C. Freigang.

Robinson, N. D.—M. Daley has succeeded A. Thomas as agt. of the Andrews Grain Co. The Monarch Elvtr. Co. has taken over the elvtr. of the Federal Elvtr. Co. and retained me as agt. The Farmers Elvtr. Co., of which Louis Stephenson is pres., opened its new 40,000-bu. elvtr. Oct. 6. We are annoyed by 2 scoop shovelers here.—C. H. Nass.

Belfield, N. D.—The Farmers Elvtr., of which N. J. Steffen is mgr. and principal owner, containing 4,800 bus. of wheat and 1,700 bus. of oats and flax, was totally destroyed by fire, supposed to have been caused by spontaneous combustion. The elvtr. had a capacity of 40,000 bus. and was valued at \$9,000 with \$6,500 insurance. The grain was valued at \$8,700, with \$8,000 insurance. Work has been started on a 50,000-bu. elvtr., operated by electricity, to replace it. It will be up-to-date in every particular and will be ready about Dec. 10.

Tolley, N. D.—Emmit Callahan suffered a most painful accident while working at the elvtr. of the Farmers Elvtr. Co. Something had gone wrong and he was in the cupola adjusting some chain belts when in some manner his right hand became caught, running it thru the belt wheel, mangle it very badly, altho no bones were broken.

Lidgerwood, N. D.—The following firms operate elvtrs. here: Cargill Elvtr. Co., W. J. Parizek, agt.; Farmers Elvtr. Co., A. G. Honl, agt.; Movius Elvtr. Co., M. Bohnenstingl, agt.; Osborne-McMillan Elvtr. Co., J. E. Sedivy, agt.; and the St. Anthony & Dakota Elvtr. Co., John Pahl, agt. The elvtr. of the Thorpe Elvtr. Co. is closed.—J. E. Sedivy.

Willow City, N. D.—New agts. at this station are: Ferdinand Olsen for the Farmers Elvtr. Co., which has completed its new elvtr., Fred Holtz for the Browns Valley Farmers Elvtr. Co., J. R. Cooper for the St. Anthony & Dakota Elvtr. Co. and myself for the Great Western Grain Co. The elvtr. of the Cargill Elvtr. Co. burned down some time ago.—W. J. Diepolder.

Streeter, N. D.—I have installed a new cleaner and a 15-h. p. Fairbanks Engine. The Independent Farmers Elvtr. Co., of which Geo. Wentz is mgr., has put in a 10-h. p. Fairbanks Engine and the Streeter Elvtr. Co., of which J. Matheis is buyer, has replaced its old 8-h. p. engine with a new one of the same capacity. E. Bieber is now agt. of the Powers Elvtr. Co.—Samuel Klaut.

Cooperstown, N. D.—N. J. Olsen & Sons operate an elvtr. here with Raymond Murry as agt.; Cargill Elvtr. Co., Nels Arneson, agt.; Great Western Grain Co., S. A. Pritz, agt.; Hammer-Halvorson-Beier Elvtr. Co., A. W. Anderson, agt.; Erick Erickson & Co., Frank Barker, agt.; Farmers Elvtr. Co., A. M. Detwiller, agt., and R. C. Cooper, Geo. Hartman, agt.—S. A. Pritz.

Upham, N. D.—The Farmers Elvtr. Co., of which W. A. Beltz is mgr., has taken out the chain and installed a new belt. John Erickson is agt. of the Dodge Elvtr. Co. which has succeeded the Kellogg Commission Co. John Pehrson has succeeded W. A. Beltz as agt. for the John D. Gruber Co. The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed.—O. M. Anderson, agt. International Elvtr. Co.

Southam, N. D.—New agts. at this station are: Oscar Funk for the Minnekota Elvtr. Co., Lee Bolenger for the Spaulding Elvtr. Co., and H. A. Preston for the Woodworth Elvtr. Co. A 45,000-bu. elvtr. has just been completed by the recently incorporated Farmers Grain & Trading Co. of which W. G. Stewart is agt. This company is composed of farmers and grain producers, the dividends to be paid on a patronage basis.

Voss, N. D.—Voss Grain & Lumber Co., incorporated; capital stock, \$20,000; incorporators, F. J. Karnik, J. C. Sololik, of this city, and Walter R. Reed, of Amenia. Mr. Sololik is agt. of the elvtr. which this company has taken over from the Amenia Elvtr. Co. The Andrews Grain Co. has not operated its elvtr. for 4 years and it will have to be repaired before it can be opened. The Thorpe Elvtr. Co. has not operated its elvtr. for the past 6 years. I am prop. and buyer of the Farmers Elvtr.—John J. Peterka.

Bismarck, N. D.—Judge Nuessle has ruled against both parties in the suit brought by the Northern Pacific R. R. against tax officials of Morton county, involving taxation on leased sites on which elvtrs., lumber yards, coal yards, general stores, warehouses and electric light plants are located. Judge Nuessle, in deciding that the elvtr. companies were not subject to a tax on the leased sites, bases his decision on the fact that the elvtr. companies are public corporations under the laws of the state, and as such they have to procure a license from the state warehouse board, thereby bringing them under the quasi public corporation act. Under the laws of this state warehouses and elvtrs. are given the right to exercise a power of government, namely

that of eminent domain and condemn property which they need for the purpose of erecting buildings. It has been the custom of all the railroads of the state to lease for a mere nominal consideration portions of their right of way to various corporations. These corporations have been compelled to pay taxes to the village, county and state on their buildings and contents, but until the tax commission took up the question they have never paid taxes on the leased sites. Both parties have appealed from the decision.

OHIO

Deshler, O.—A farmers elvtr. is to be erected here in the near future.

Condit, O.—I am no longer in the grain business at this place.—G. H. Wilson, Pataskala.

Benton Ridge, O.—We are overhauling our elvtr. and installing an oil engine.—Troyer & Syler.

Ashland, O.—S. S. Stevenson, of Rochester, Ind., has done nothing so far toward building an elvtr.—X.

Columbus, O.—I have bot an interest in the Buckeye Grain & Mfg. Co.—J. H. King, formerly at Petroleum, Ind.

Trebeins, O.—O. A. Miller has contracted with the Burrell Engineering & Const. Co. for a 25,000-bu. cribbed elvtr.

Mount Blanchard, O.—L. B. Einsel, formerly agt. of the Sneath-Cunningham Co., has removed to Kenton.—P. M.

Warren, O.—We have installed a drier and oats sulphurer.—L. M. Wadsworth, vice-pres. Wadsworth Feed Co.

Cincinnati, O.—Gustav J. Wissner, chief statistician of the Chamber of Commerce, recently celebrated his 52d birthday.

Versailles, O.—I have sold my elvtr. to J. E. Wells & Co., of Sidney, who will take possession about Dec. 1.—W. C. Hile.

Brewster, O.—H. Firestone of Delroy is contemplating the erection of an elvtr. here to be located on the W. & L. E. Ry.

Marion, O.—We expect to have our new 50,000-bu. reinforced concrete elvtr. and 300-bbl. flour mill completed by Feb. 1.—Marion National Mill Co.

Blanchester, O.—We do not contemplate erecting an elvtr. at South Charleston, as was reported. J. S. Dewey is in very poor health, suffering from anemia.—Dewey Bros.

Toledo, O.—The directors of the Produce Exchange have adopted the trade rules of the Grain Dealers National Ass'n upon recommendation of the uniform rules com'te.

Columbus, O.—The Ohio Grain Dealers Ass'n will hold its regular fall business meeting at the Virginia Hotel on Nov. 16. The new corn will be discussed.—J. W. McCord, sec'y.

Sandusky, O.—The B. & O. Ry. is still making improvements to its elvtr., two new boilers and grain car unloader being now installed. Plant will be in first-class shape for the winter.

Osborn, O.—The elvtr. and mill of the Tranchant-Finnell Co. here was destroyed by fire Nov. 1, entailing a loss of about \$60,000. Cause of the fire is unknown. Fully insured. It is not likely that the buildings will be replaced.

Cleveland, O.—The Barber subway franchise ordinance has been passed and according to reliable information the proposed 600,000-bu. elvtr., of which Ohio C. Barber is at the head, has been fully financed.—J. E. Heniken, chief grain inspector.

Xenia, O.—Our fire Oct. 15 was of small consequence from the dollar standpoint. The actual loss was less than \$100 but would have been total had it not been for early discovery and excellent work of the fire dept. The fire is supposed to have started from escaping gas from a gas tank, igniting from gaslight nearby. The engine room was ablaze when discovered.—Ben Belden.

Darnells Station (St. Paris p. o.), O.—There is nothing at this station which resembles an elvtr. However, some scoop shovelers have been attempting to operate at this siding, so that any grain obtained must be mixed in quality and variety.—DeBolt & Niswonger.

Lima, O.—The many friends of A. E. Clutter, for many years in the grain business at this point, will regret to learn that of late he has been suffering with numb limbs, cold feet and inability to walk far without pain. However, he is cheerful and no doubt will soon be about again with his usual activity.

Kingston, O.—With the dissolution of the Kingston Grain & Mill Co., the elvtr. operated at Kingston and Kinnikinnick will again be operated by individual firms. Jones & Marggraf will operate the plant at Kingston as the Kingston Grain Co. and Snyder Bros. will operate the mill here as the Kingston Milling Co.

OKLAHOMA

Eagle City, Okla.—The Farmers Elvtr. Co. is remodeling its elvtr.

Tonkawa, Okla.—G. M. Cassity has undergone a surgical operation.

Dunlap, Okla.—W. J. Parsons is now agent for the Alva Roller Mills here.

Amorita, Okla.—I am not in the grain business this year.—Frank Loeser.

Oklahoma City, Okla.—Arthur Cowan has moved his offices from the Insurance Bldg.—P. M.

Traber sta. (Miami p. o.), Okla.—Ethan Venis has engaged in the grain and hay business.

Enid, Okla.—The Norris Grain Co. has closed its office here and transferred F. S. Rexford to its office at Wichita, Kan.

Aline, Okla.—Geist & Smith will operate a 10,000-bu. elvtr. in connection with a 50-bbl. mill in which they are now installing machinery.

Ketchum, Okla.—D. M. Venus, formerly with the Ketchum Grain Co., and previously with the Venus Grain Co. at Muskogee, has removed to Joplin, Mo.—P. M.

Spiro, Okla.—J. E. Satter of Stillwater has leased a site from the Kansas City Southern Ry. Co., on which to erect a large warehouse for the wholesale grain and feed trade.

Bradley, Okla.—Moore Bros., of Chickasha, lost their elvtr. by fire recently. Insurance amounting to \$5,600 was carried on the house which was built at a cost of \$7,000.

Wetumka, Okla.—I am installing a complete line of elvtr. and mill machinery and will ship in and out all kinds of grain. Capacity of the plant will be 25,000 bu.—H. M. Brazil.

Sallisaw, Okla.—W. H. Patterson of the Western Grain Co., Ft. Smith, Ark., contemplates erecting a warehouse 55x110 ft., and a grain elvtr. of 50,000 bus. capacity on the St. L., I. M. & S. Ry.

Carnegie, Okla.—No improvements will be made to the Reynolds Elvtr. recently purchased by J. F. Pipes and myself, except that it will be given a coat of paint. Possession will be taken Dec. 1.—R. C. Ayers.

Camargo, Okla.—Officers of the new Farmers Elvtr. Co. here are C. F. Davis, pres.; Gus Peters, sec'y. We have a 2,500 bu. plant and 6-h. p. engine.—Homebuilders Protective Ass'n, L. K. H. Laws, treas.

Afton, Okla.—We will overhaul our elvtr. this winter. I am the new mgr. for the Afton Grain & Coal Co., owned by the Anderson Grain Co., of Wichita, Kan., and am the successor of J. D. Crockett.—R. L. O'Neil.

Pauls Valley, Okla.—Hugh Forehand, for 6 years mgr. of the Minnetonka Lumber Co., has resigned and bot one-third interest in the Moore Elvtr. Co., and with Lon L. Moore owning the remainder, will manage the elvtr. under the name Moore & Forehand.

McAlester, Okla.—We have moved our headquarters from Coalgate to this city and are installing large capacity corn shellers here and at Muskogee, for shelling corn in transit. Firm is composed of C. Y. Semple and M. E. Sherman, both of Oklahoma City.—Semple-Sherman Grain Co.

Durant, Okla.—The Durant Grain Co., J. W. Leech, prop., died a natural death 15 months ago. Our company was organized in August, 1913, chartered in September of that year with \$10,000 paid up capital stock and bot the Durant Mill & Elvtr. Co. property. W. F. Pendleton is pres., E. W. Stewart, vice-pres. and mgr., and F. P. Stewart, sec'y and treas.—Durant Grain & Elvtr. Co.

Davidson, Okla.—We purchased 5 cars of wheat from the Davidson Grain Co., which were all shipped and we have endeavored for some time to collect \$40.70 due us on 1 car on which we have the original papers and tracing up the remaining cars we have been able to secure duplicate papers, 1 car showing \$37.22 due us and another \$146.54 due us. The remaining 2 cars we understand were in the Galveston flood, altho we have not received any definite information. On the 3 cars we have mentioned the B/L weights and invoice weights were the same and a supposed margin was left in their drafts. The wheat it shipped all graded No. 3 so that the differences were principally on the loss of weight.—Oklahoma Grain & Flour Co., Oklahoma City.

OREGON

Haines, Ore.—C. E. Porter is mgr. of the recently completed 30,000-bu. warehouse and 100-bbl. mill of the Baker Mill & Grain Co.

Baker, Ore.—The Baker Mill & Grain Co. has rented the Randleman warehouse to take care of the immense grain crop this year.

PENNSYLVANIA

Philadelphia, Pa.—F. H. Deibert has applied for membership in the Commercial Exchange.

Dover, Pa.—Samuel H. Myers has installed new feed grinding and other machinery in his elvtr.

Philadelphia, Pa.—James F. Warren, salesman for his father, F. P. Warren, has recently become a benedict.

Middletown, Pa.—Solomon C. Brinser died last month at the age of 83. He had been known for years as the "Corn Meal King."

Philadelphia, Pa.—Work has been started on a 100x200 ft. addition to the Girard Point Elvtr., which will cost approximately \$200,000. James Stewart & Co. have the contract.

Philadelphia, Pa.—The Philadelphia & Reading Ry. is considering the construction of a large concrete terminal elvtr. at Port Richmond, capacity to be approximately 3,000,000 bus.

Farrel, Pa.—We expect to build a 20,000-bu. elvtr. on the Erie, Lake Shore, Penna. and P. & L. E. Rys. We will have it ready by Jan. 1 and will do a wholesale and retail feed business. This was reported incorrectly at Sharon.—J. B. Roux.

Allentown, Pa.—I have succeeded my brother, the late Edward S. Sherer, in the wholesale grain and hay business. I was associated with Mr. Sherer for the past 8 years. I will conduct the business along the same conservative lines that characterized that of the old firm.—J. D. Sherer.

Pittsburgh, Pa.—George W. C. Johnston, pres. of the Grain & Hay Exchange in 1892 and 1893, and actively connected with it since 1883, died instantly Oct. 20 when a plank, on which he was standing, broke and he fell into an excavation. He was treas. of the Terminal Warehouse & Transfer Co.

SOUTH DAKOTA

Howard, S. D.—A new office has been erected by the Farmers Elvtr. Co.

Canton, S. D.—The Farmers Elvtr. Co. is rebuilding and enlarging its office.

Trent, S. D.—The Farmers Elvtr. Co. has installed a Richardson Automatic Scale.

Marion, S. D.—Work is progressing on the new elvtr. of the South Dakota Grain Co.

Bath, S. D.—We are building new coal sheds.—L. R. Wilber, Bath Equity Exchange.

Utica, S. D.—Edward Koenig, of the Koenig Elvtr. Co., is recovering from an attack of appendicitis.

Wentworth, S. D.—An outside scale is being installed near the new brick office of the Farmers Elvtr. Co.

Chamberlain, S. D.—The Co-operative Grain Co. is removing its recently acquired elvtr. and mill to a new site.

Henry, S. D.—J. C. Nicholson is still mgr. of the Farmers Elvtr. Co. and did not resign as was recently reported.

New Underwood, S. D.—Hugh Edgeington is mgr. of the newly completed elvtr. of the Farmers Co-operative Ass'n.

Madison, S. D.—A new cleaner has been installed and other improvements made at the elvtr. of the Farmers Elvtr. Co.

Raymond, S. D.—I am not in business for myself, but represent the Farmers Elvtr. Co. here as agt.—Charles N. McDonald.

Dell Rapids, S. D.—The office of the Farmers Grain Co. is being repaired and an outside Fairbanks Wagon Scale installed.

Gregory, S. D.—We are handling coal and live stock in connection with our newly acquired elvtr.—H. V. McFayden, mgr. Farmers Elvtr. Co.

Hermosa, S. D.—Hugh Edgeington has resigned as mgr. of the Farmers Elvtr. here and is succeeded by John Boohrs, formerly of Vermillion.

Parker, S. D.—I am building an elvtr. which will be owned and operated by myself or son. The railroad would not grant me a site at Armour.—P. R. Judge.

Bloomington, R. D. Geddes, S. D.—The L. C. Button Elvtr. Co., of Platte, has completed its new 20,000-bu. elvtr. The Younglove Construction Co. had the contract.

Sioux Falls, S. D.—Julian Scott, formerly with the C. V. Fisher Grain Co., Kansas City, Mo., will have charge of the office recently opened by the Flanley Grain Co., Sioux City, Ia.

Kingsburg, S. D.—The Farmers Elvtr. here is nearing completion. It is a modern, 20,000-bu. plant with rope transmission and a 10-h. p. oil engine. Younglove Const. Co. is doing the work.

Sioux Falls, S. D.—The Fields & Slaughter Co. has opened a branch office in this city to take care of its trade in South Dakota and Minnesota, and has transferred S. A. Burke from Sioux City, Ia., to take charge here.

Artesian, S. D.—W. F. Robinson, sec'y and mgr. of the local Farmers Grain Co., has resigned the position of mgr. and will spend the winter in Florida and New Jersey. Chas. H. Eyer of Ponca, Neb., will succeed him as mgr.

Belle Fourche, S. D.—Geo. F. Early, who formerly owned an elvtr. here is now operating a plant at Lander, Wyo. The large elvtr. and mill at this town is owned by the Tri State Milling Co., K. A. Quarnberg & Son operating.—F. W. McClanahan.

Yale, S. D.—Work is progressing on the new 30,000-bu. elvtr. of the Farmers Elvtr. Co., now being built to replace the house which burned Aug. 29. The Hickok Construction Co. has the contract. Equipment includes a rope drive, 1 leg, Fairbanks-Morse Dump Scale, and a wagon dump.

Milbank, S. D.—Violation of the South Dakota anti-discrimination law is charged against the Pacific and the McCaull-Webster Elvtr. Companies by mgrs. of the Farmers Elvtrs. at Albee and Revillo. It is alleged that the companies named are paying 5c per bu. more for grain than card prices.

SOUTHEAST

Tampa, Fla.—The Spence Brokerage Co. has leased a warehouse in this city.

Bluefield, W. Va.—The Wright Mlg. Co. has succeeded the McCue & Wright Mlg. Co. C. O. Wright is pres.

Savannah, Ga.—The Savannah Mlg. Co., incorporated; capital stock, \$15,000. The capital stock will later be increased to \$50,000 and a 20,000-bu. plant erected.

Charlotte, N. C.—We are located on the Sou. R. R. and expect to begin business about Feb. 1, 1916. Chas. P. Moody is pres. of our company.—Interstate Mlg. Co.

Fredericksburg, Va.—The erection of an elvtr. has been postponed by tightness of money, advance in steel and failure to obtain proper track facilities.—J. Shriver Woods.

Raleigh, N. C.—The Raleigh Grain & Mlg. Co. has been incorporated with \$30,000 capital stock, \$10,000 subscribed; incorporators: Charles Hardesty, J. R. Johnson and C. R. Church.

Richmond, Va.—A warehouse, used by the Mayo Mlg. Co. to store 60 carloads of grain, valued at \$30,000, collapsed recently. Most of the grain had been saved from the fire at the elvtr. of the Chesapeake & Ohio Ry. Co. at Newport News.

TENNESSEE

Knoxville, Tenn.—The erection of a central public warehouse and elvtr. is being discussed by local grain dealers.

Memphis, Tenn.—Walter J. Fransioli, ass't sec'y of the Merchants Exchange, was recently bereaved by the death of his father.

NASHVILLE LETTER.

Charles D. Jones & Co. have moved their offices to the River & Rail Warehouse, taking over the entire warehouse, which is being remodeled to take advantage of the big corn movement by river.

Under the ruling of the commission, in the complaint by the Atlanta grain dealers that they were being discriminated against, the commission declared that the railroads must either refuse to Nashville grain shippers the privilege of reshipping in less than car lots or mixed cars, or grant it to the Atlanta dealers also. The railroads have announced that in compliance with this ruling they will put both sections on an equal basis, allowing them to reship in car lots only. The Nashville shippers in their appeal contend that it has been the policy to permit the railroads to make concessions when they have water competition, which, in the case of Nashville, is given by the Cumberland River. A large part of the grain moved from here could be transported by boat and for this reason it would be logical to permit the old conditions to stand. It is reported that a large grain elvtr. is being contemplated at Knoxville to take advantage of the opportunity thus afforded to meet the competition of Nashville dealers who are among the largest shippers to southeastern states. The appeal to the federal courts will come up in January. In the meantime, Nashville dealers are deferring improvements.—S.

TEXAS

Harrold, Tex.—The Robinson Grain Co. is no longer in business here.—H. B. M.

Newcastle, Tex.—G. A. Terrell is mgr. of the recently completed elvtr. of the Newcastle Elvtr. Co.—X.

San Angelo, Tex.—The Easton Grain Co. is increasing its storage capacity and making improvements to its machinery.

El Paso, Tex.—We do not anticipate building a mill at Houston at present.—C. Adams, mgr. El Paso Grain & Mlg. Co.

Ft. Worth, Tex.—The Nebraska-Iowa Grain Co. has brot suit against the Walker Grain Co. of this city, alleging damages of \$5,632.

Fort Worth, Tex.—The Officer-Smith Grain Co., incorporated; capital stock, \$10,000; incorporators, F. A. Officer, C. Y. Smith and B. D. Darby.

Lubbock, Tex.—Equipment for the 10,000-bu. elvtr. for which the Lubbock Grain & Coal Co. recently let contract, includes a cleaner, chop mill and Richardson Automatic Scales.

Celina, Tex.—The Celina Mill Co. has completed its large concrete storage plant at an expense of \$11,000. Improvements to the mill have been made at a cost of \$6,000.—B. F. Smith, mgr.

Dallas, Tex.—Nothing definite has been arranged regarding plans for 4 elvtrs. to be built at Garland, Lancaster, Mesquite and Grand Prairie by the Chamber of Commerce & Manufacturers Ass'n.—W. G. Breg.

Higgins, Tex.—The recently organized Gerlach-Higgins Mlg. Co. incorporated; capital stock, \$50,000; incorporators, George Gerlach, C. L. Tension and E. C. Gray. The company has acquired an elvtr. and mill here.

El Paso, Tex.—Claiborne Adams, mgr., the Globe Mills, and a director of the Rotary Club of El Paso, is distributing copies of the club's organ, the Rotary Round-Up, among his many friends in the local grain trade. The week of Oct. 21 was Globe Mills week among the Rotarians and the booklet, in honor of the mills, devoted seven pages with illustrations, to a description of the plant. Mr. Adams gave a luncheon to club members at the Sheldon Hotel, and the menu consisted principally of preparations from Globe Mills products.

UTAH

Ogden, Utah.—The Utah Cereal Co. has let contract for an addition to its plant which will cost about \$9,000.

WASHINGTON

Ruff, Wash.—The Griffith Union Grain & Trading Co. reincorporated, increasing its capital stock from \$5,000 to \$7,000.

Chambers, Wash.—We have built a warehouse here on the Northern Pacific R. R. with a capacity of 40,000 sacks.—W. R. Glover, agt. Chambers Whse., Elvtr. & Merc. Co.

Seattle, Wash.—M. H. Houser has ordered plans prepared for an extension of his elvtr. dock at West Seattle 200 ft., to increase his storage capacity from 22,000 to 32,000 tons.

WISCONSIN

Rice Lake, Wis.—The rice elvtr. of the Lakeside Rice Mill Co. will be operated as an independent storage house.

Requa sta. (Osseo p. o.), Wis.—The elvtr. of the Hansen Bros. Supply Co. at this town was recently destroyed by fire of unknown origin. Insurance \$1,200.

New Butler, Wis.—The Karger Grain Co., of Milwaukee, has finished the first of 8 units of a new elvtr. Each unit will be 80 ft. high and have a capacity of 4,000 bus.

Fond du Lac, Wis.—The Helmer Mlg. Co., which operates a 60,000-bu. grain elvtr. here, has just completed a large plant for the handling of sand and gravel.—C. L. Helmer, sec'y.

Madison, Wis.—The Western Elvtr. Co., of Winona, Minn., has applied for a license to operate in this state. It states that \$100,000 of its \$350,000 capital will be represented in Wisconsin.

Kewaunee, Wis.—Our company will not be affected in any way by the retirement of Edward L. Wanek, who was obliged to sell his stock to other members of the firm and retire on account of illness.—Kewaunee Grain Co.

MILWAUKEE LETTER.

Wm. Young, Jr., with Lamson Bros. & Co., was bereaved last month by the death of his wife.

The Invincible Grain Cleaner Co. has obtained the contract for supplying cleaners, separators, and needle machines to be used at the new Northwestern Elevator in this city.

The Donahue-Stratton Co., operating the St. Paul Elvtr., will install another Hess Grain Drier, capable of drying 18,000 bus. of corn per hour.

A tester for separating wild oats from wheat will be installed by the grain inspection and weighing dept. of the Chamber of Commerce.

Rate of interest charged on advances under the rules of the Chamber for the month of Nov., 1915, has been fixed by the Com'lite on Finance at 6% per annum.

J. D. Caw, formerly with Caw & Lynch, at Chatfield, Minn., is now traveling thru southern Minnesota, northern Ia. and South Dakota for Runkel & Dadmun.

Wm. J. Zimmers was admitted to membership in the Chamber of Commerce during October, 1915, and the memberships of the following have been transferred: Emil Blankenburg, L. D. Richardson, E. La Budde, Est. of E. Borchert.

Memberships in the Chamber of Commerce are increasing in value. The supply of salable memberships has been greatly decreased on account of the rule passed over a year ago, which allows the surrender of memberships and the payment of the per capita surplus funds of the Chamber of Commerce to the member so relinquishing his membership. Much higher prices are expected within the next few months.

Taking effect Dec. 1, 1915, the thru rates on grain, in carloads, from points in Oklahoma, Kansas and other southwestern territory, when originating on the lines of the Missouri, Kansas & Texas Ry., Kansas City Southern Ry. and Frisco Lines, to Milwaukee, Wis., in connection with the Chicago, Milwaukee & St. Paul Ry. will be the same as are made direct to Chicago. These thru rates are invariably lower than the combination of the rates in and out of the lower Missouri River gateways and will be the means of working considerable grain to the Milwaukee market.—H. A. Plumb, sec'y Chamber of Commerce.

WYOMING

Cheyenne, Wyo.—J. A. Veatch, of Ft. Collins, Colo., is the new mgr. of the elvtr. of the Cheyenne Mlg. Co. John Livermore, of New York, is also working for the company.

Worland, Wyo.—The new elvtr. and warehouse of the Washakie Trading Co. has been completed. The upper floor is used for a separating and grinding room. The engine room is detached.

A CAR OF OATS containing 3,380 bushels was received in Minneapolis Oct. 27, breaking all previous records at that market for carloads.

THE ARGENTINE Government's line of country and terminal elevators is more nearly a realization at present than at any time heretofore. The lower house of congress has just approved a bill providing \$21,000,000 of bonds to finance construction and operation. Dr. R. C. Aldao, representing American builders, has submitted a proposition to the Government whereby the bond issue would be unnecessary. He proposes to have an American syndicate of contractors erect the elevators at their own expense, exploiting them thereafter on a basis of terms approved by the Government. At the end of 20 years the whole system of elevators would pass to the ownership of the Argentine Government. Dr. Aldao asks a guaranty to an issue of \$5,788,800 in 6% debentures. The plan proposed by the syndicate involves the erection of three terminal elevators at the ports of Buenos Aires, Rosario and Bahia Blanca, and 150 country elevators thruout the cereal zones of the Pampa territory and the provinces of Buenos Aires, Cordoba, Santa Fe and Entre Rios. It is estimated by the Government that it loses annually more than \$29,000,000 thru the lack of proper grain handling facilities.

Figuring Profit on Coal.

BY TRAVELER.

The grain dealers of a central Illinois town discovered long ago that winter, with its snow and ice covered roads, means plenty of idle time for the elevator man who handles nothing but grain. Consequently these men cast about for a business which would dovetail nicely with grain. Coal was one of the commodities selected, and from late reports the sideline, as far as tonnage is concerned, has grown rapidly.

With the first chilly days of fall the dealers determined to pass all previous coal tonnage records this winter, and lost no time in getting into action. The coal yards about the elevators were soon the scene of much activity. But despite the increasing volume of business the dealers now admit they are earning very little more money than before the sidelines were introduced. A glance at a large sign quoting a price of \$3.25 per ton for a certain kind of coal, disclosed the reason. The coal advertised can be purchased at the mines for no less than \$2.40 per ton, and carries a freight rate of 40c, making the cost on track at the elevator \$2.80 per ton. At the price quoted this leaves a margin of 45c which is supposed to cover the cost of handling and a profit.

The tonnage of the grain dealers mentioned is somewhat restricted for various reasons, but each will easily handle 20 carloads, or 1,000 tons per year. On this basis the following are a few items which must be charged up against the margin on that 1,000 tons.

Labor unloading with shovel, at 7c..	\$ 70
6% interest on money invested.....	168
2% depreciation thru handling.....	56
6% on money invested in sheds.....	120
10% depreciation of sheds.....	200
Renting value of land occupied.....	50
Sideline's share office expense.....	104
Sideline's share labor about yard....	156
Sideline's share of phone, taxes, etc..	50

These expenses total \$974, or a trifle more than 97c per ton for handling the thousand tons during the year. The cost of handling twice the volume would be a little less per ton, but it would still be double the margin between cost to the dealers and their selling price.

Ordinarily it would be necessary to figure, in addition to the expenses shown, a heavy charge for delivery, but the above is compiled on the presumption that the majority of the customers are farmer patrons who haul away their own coal. The customary charges for insurance, bad accounts, and manager's salary

are purposely omitted to avoid giving the actual facts the appearance of fiction.

Many coal dealers handling thousands of tons per year, find that it costs \$1.10 per ton to transfer it from car to consumer's bin. To arrive at the selling price this amount is added to the f. o. b. mines price and to the aggregate is added the freight rate and a reasonable profit. The total of the whole is the selling price to the consumer. But all coal dealers do not adhere to that rule of arriving at the price. Many worry along, as the grain men mentioned, with a vague idea that 50c per ton "lets them out."

The grain dealer, to be on the safe side, must add \$1 to the combined cost at the mines and the freight rate. If this price does not result in a sufficient revenue from the business, and competition does not permit of the necessary boost in the retail price, an effort might be made to reduce the cost of putting the commodity thru the yard. Too many dealers however, believe that a reduction in price will encourage a greater volume of business and that in this way the cost per ton for handling will be reduced. That is true in a measure, but the reduction in handling cost will never be as great as must be the slash in price to induce a big volume of business.

The better way of widening the margin between cost and selling price is to let machinery do the work. This does not mean necessarily the installation of an expensive coal pocket for the storing and handling of ten times the amount generally carried in stock, but rather the substitution of a small bucket elevator for the shovel. Very little alteration is necessary in the sheds other than the cutting of a hole in the roof to accommodate a "leg," or bucket elevator, similar in operation to that used in the grain elevator. The illustration gives an idea of the operation of such device. A steel chute thru the roof is operated on a swivel to permit entrance to any of the bins, and the lowered driveway extending the length of the sheds, permits reclaiming thru wagon chute direct to farmers' wagons from any bin desired. The cost of machinery for such a system is about \$170 to which must be added the labor of lowering the driveway, cost of installation, and lumber necessary.

It will also be noted that of necessity some coal must remain, lower than the wagon chute, to be shoveled, but the amount in the bin will seldom be so low as to demand the use of the shovel. To overcome this either the driveway may be lowered to permit the chute to rest on ground level, or the floor might be elevated from the ground.

The question of power is easily solved, in that every elevator is equipped with power of one kind or another, which with the aid of a shaft and belt can be made adaptable to operating the coal buckets. Another question that enters into the reduction of costs is the fact that the farmer trade prefers big lump coal, even tho it must be broken with a hatchet on the farm.

The first man at the pile gets the largest lumps, the last man nothing but screenings, about which he complains.

If all could be educated to use a uniform egg size it would mean satisfaction all around, and would result in a saving to the dealer as the smaller sizes are usually cheaper at the mines.

But regardless of what is done to lower the cost of handling the commodity thru the yard, it is essential that the dealer know to the fraction of a penny how much money he spends to place it on the farmer's wagon. When this is known the amount should be added to first cost, freight and profit desired, to arrive at the fair retail price. To fix the price to the consumer by any other method is disastrous, and may not only ruin the coal dep't but endanger the grain business as well.

ONE of the big needs of the Southwest is a broad and dependable market for the grain sorghums, at prices consistently on a par with their feeding equivalent in corn. These crops have attained such importance they are entitled to rate in the marts of the world along with corn, oats and other grains serving similar purposes. To secure such recognition the public must be educated to know the value and profitable use of these grains. Comparatively few outside the grain-sorghum country have any adequate idea of their real worth.—J. C. Mohler, Sec'y Kansas Department of Agriculture.

A Simple Car Door Seal.

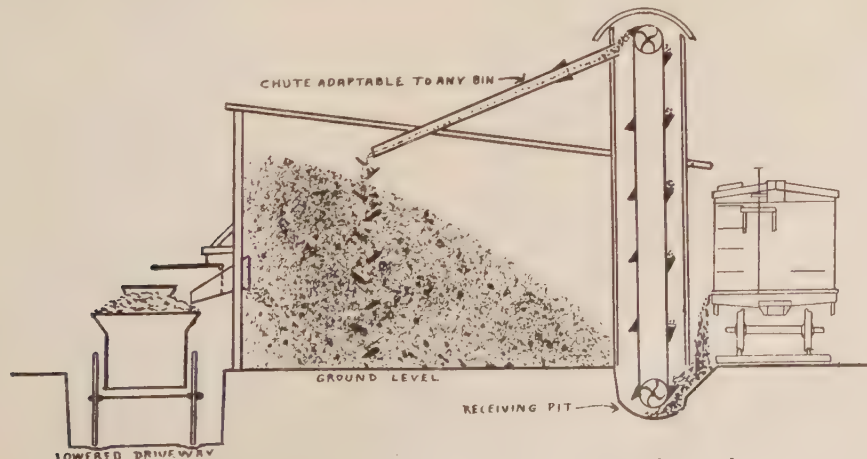
Among the many car door seals placed on the market since the old solder and sealing iron were discarded, the Mono-Duplex Seal is very effective, tho simple in operation.

The seal is made of a single strip of metal, nine inches long and 3/8-inch wide. One end of the strip is slightly wider than the other, and is doubled back to form a slot, or pocket, the edges being crimped together to provide a tight fit when the narrowest end is inserted. The crimping and folding operation is completed in such a way that the head, or receptacle, can not be pried open without completely destroying the entire seal.

A small dent in the head of the strip is so placed that it automatically engages a perforation in the other end of the seal when insertion is made. When the two ends are thus locked together any effort to draw the perforated end from the head serves only to tighten the hold and it is impossible to separate the two without cutting the seal and thereby disclosing evidence of tampering. Seals bear the name of the company for which made, and as shown in the engraving are numbered consecutively. The Mono-Duplex Seal Co., manufacturer of the device, will submit samples and quotations on request of Journal readers.



The Mono-Duplex Car Door Seal.



Substituting Inexpensive Machinery for the Coal Shovel.

Supply Trade

If you need an excuse for advertising, you ought not to do it.—*Montreal Star*.

ADVERTISING is the whip of business. It enlivens flagging interest—rivets attention with compelling copy and changes passivity into activity.

CHICAGO, ILL.—The Carbo Steel Post Co. has changed its name to the Carbo Corporation. There has been no change in the management or policy.

MAROA, ILL.—The Maroa Mfg. Co. has ready for mailing a very attractive catalog descriptive of its "Boss" Cracked Corn Grader and Separator.

CHICAGO, ILL.—Universal Grain Door Co., recently incorporated, capital \$25,000. J. C. McNulty, R. E. Bruce and T. B. Brown are the incorporators.

DECATUR, ILL.—The Lehrack Contracting & Engineering Co., of Kansas City, will open an office in this city about Nov. 15. M. J. Travis will be in charge.

MINNEAPOLIS, MINN.—The Minneapolis Steel & Machinery Co. has obtained permit for the erection of a new factory. The building will be one story in height, 356 feet long and 140 feet wide. The estimated cost of \$60,000.

HUTCHINSON, KAN.—Chas. Cordonier has invented a grain door made of iron which is so arranged that it is a permanent part of the car, handy when needed, and out of the way when the car is to be used for other purposes.

E. & T. FAIRBANKS & Co., St. Johnsbury, Vt., have registered the words Fairbanks Scales, set in bold type across the design of a globe, as descriptive of the scales and parts manufactured by it, claiming use of the term since 1878.

KANSAS CITY, MO.—The Richardson Scale Co. will shortly open a factory in this city for the manufacture of hopper scales, ranging in capacity from 50 to 1,200 bus. The company will also manufacture portable, warehouse dormant and motor truck scales.

OMAHA, NEB.—The R. M. Van Ness Construction Co., composed of R. M. Van Ness and W. C. Bailey, has been dissolved. Mr. Bailey will continue the business of contracting and building mills and elevators in his own name, making his headquarters at Omaha.

THE Humphreys Employee's Endless Belt Elevator has recently been installed at the following places: Eldred Mill Co., Jackson, Mich.; C. & N. W. Terminal Elvtr., Milwaukee, Wis.; Interstate Mfg. Co., Charlotte, N. C.; Burrus Mill & Elvtr. Co., Ft. Worth, Tex.; Scott County Mfg. Co., Oran, Mo.

MINNEAPOLIS, MINN.—L. E. Taylor & Co. report the following recent sales of the Englehart Flexible Spout Holder in South Dakota: Farmers Mutual Elvtr. Co., Brandt; Farmers Elvtr. Co., Springfield; Farmers Elvtr. Co., Humboldt; Farmers Land & Loan Co., Freeman; Farmers Co-op. Elvtr. Co., Brookings; Co-op. Union Elvtr. Co., Stickney.

WICHITA, KAN.—John C. Power, who has represented the Howe Scale Co., in the Southwest for the past five years, has associated himself with the Richardson Scale Co. He will take up his new business Dec. 1, and will have charge of the entire state of Kansas, including Kansas City, Mo. Mr. Power will pay particular

attention to the new line of Standard Scales which the Richardson Scale Co. will have ready for delivery Dec. 10.

CHICAGO, ILL.—A vigorous protest will be made by the traffic com'te of the Illinois Manufacturers Ass'n against the recent order of the Treasury Department effective Jan. 1 requiring the description of all shipments for export to be given in detail. A sub-com'te will personally confer with Sec'y McAdoo in an effort to have the order suspended for six months. It is objectionable as causing a delay of 36 hours at ports, giving selling price information to foreign competitors, and driving the middleman out of business by revealing to the manufacturers from whom he buys the names of his customers in foreign countries. Much of the information can not be given by the exporter, and small exporters can not maintain the required agents at seaports.

An All-Metal Employees' Belt Elevator.

The latest type of Humphrey's Continuous Belt Elevator to be marketed is the fire-proof, all-metal model. In design this machine is similar to previous types, but the construction differs, in that the only wood used on the new elevator is in the steps.

The head is supported on an iron bed plate, 8x39x2 inches, designed to rest on girder of building about eight feet above the top floor. The top pulley is of cast iron, 20 inches in diameter, with a 12¼ inch face, and covered with rubber belt to prevent slipping. The bottom pulley is of the same dimensions, and is set on a 1 1/16 inch shaft. The main top shaft, which carries practically all of the weight, is 1 15/16 inch in diameter, of smooth steel, with three babbitt bearings. Worm driving shaft at 350 r. p. m. operates the upper pulley, giving the elevator a speed of 70 feet per minute. Both worm drive and gear are housed in a bath of transmission grease. Belt is of 12 inch special elevator 4-ply rubber and steps are of wood, 10½x19, and 1½ inch in thickness. Two treads are used, one for ascending and the other for the descending side.

To compensate for any stretch of the main belt the lower shaft is set in adjustable boxes with a take up of 5½ inches. Two openings 30 inches in diameter are made in each floor, 14 inches apart.

The worm gear operation of the new elevator is one of its principal features, preventing any possibility of backing or running away. Power can be started or stopped from any point on the machine by pulling a rope which extends along both sides of the device and as a further safeguard, to prevent thoughtless employees from being carried over the top, a patent positive lock stop device is placed in connection with the belt shifting mechanism.

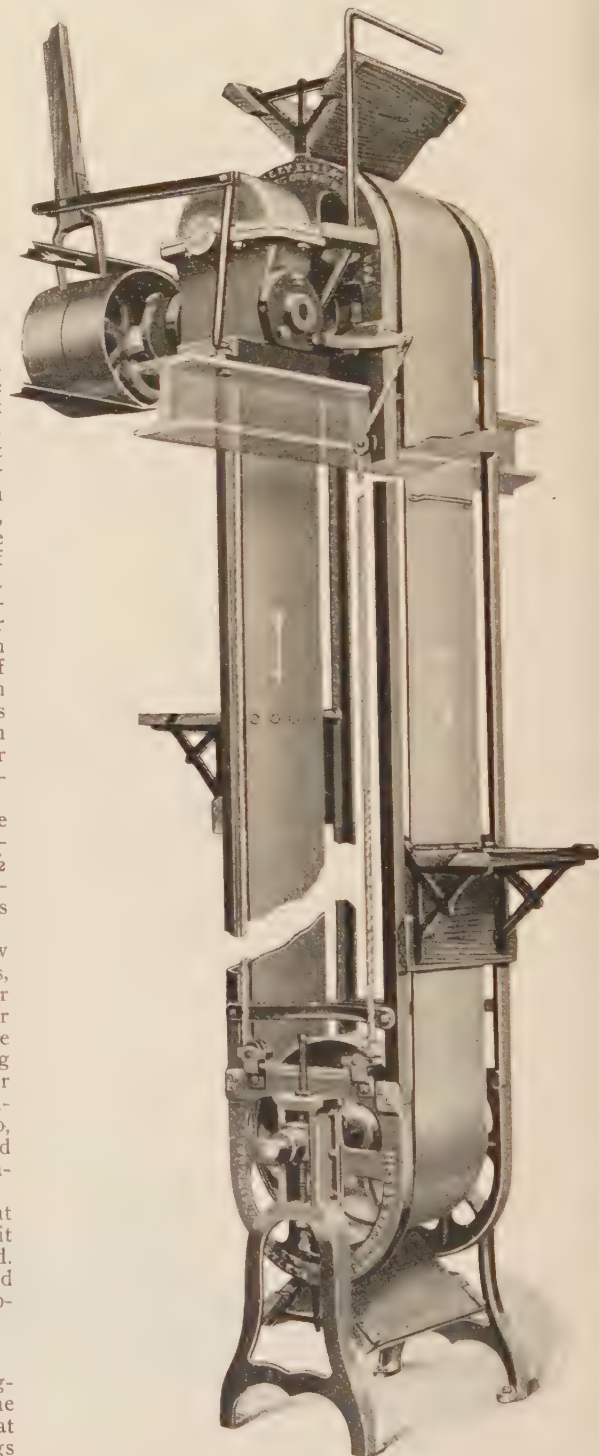
The elevator may be kept in constant operation at a small cost per day, or it may be stopped and started as desired. The machine is manufactured and sold by the Nutting Truck Co., and is supplied in heights to suit conditions.

CANADIAN DEP'T of Agriculture is urging upon farmers of the Dominion the value of wheat screenings, estimating that the \$650,000 wasted in 1913 as screenings would aid materially in ridding the country of noxious weeds.

Exports of Feeding Stuffs.

Exports of feeding stuffs during August, 1915, compared with August, 1914, and during the eight months ended Sept. 1, 1915, compared with the corresponding period ended Sept. 1, 1914, according to the report of the United States Bureau of Statistics were, in tons, as follows:

	August,		8 mos. ended	
	1914.	1915.	1914.	1915.
Bran and middlings.....	208	2,682	1,588	11,433
Dr. Grns. and mlt. spts.	143	46	29,003	1,496
Mill feeds	459	1,782	833,569	10,652
OIL CAKE AND OIL CAKE MEAL (LBS.):				
Corn	2,556,856	2,378,000	35,618,867	25,145,447
Cottonseed meal.	3,654,220	13,333,472	13,732,034	121,701,400
Linseed or flax-seed	17,006,085	41,509,920	318,056,893	368,055,964
All others	32,000	464,880	8,862,163	6,885,003



The New Humphrey's All-Metal Employees' Elevator.

Feedstuffs

THE FALL MEETING of the Ohio Millers' State Ass'n will be held at Columbus Nov. 16 and 17.

THE ALFALFA Products Co., Minneapolis, Minn., has been organized with a capital of \$300,000.

THE FEED and grain warehouse of James Brown & Co., Pittsburgh, Pa., was destroyed by fire on Oct. 23.

THE O. E. DAVIDSON Co., Minneapolis, Minn., has started the grinding of wheat screenings in its new plant.

THE ELYRIA Milling & Elevator Co., Elyria, O., is building a plant at Grafton, O., for the manufacture of feeds.

THE ALABAMA Corn Mills Co., Mobile, Ala., has added two 10,000-gal molasses tanks to its feed milling equipment.

THE ALCO Feed Mills, Atlanta, Ga., are now in operation. The present output is 125 tons of dry and molasses feed per day.

THE COLUMBIA Feed & Grain Co., Columbia, Mo., has succeeded the Columbia Flour, Feed & Seed Co., and Bush & Sons.

BREWERS' dried grain and oat clippings will take fourth section rates, on orders by the Interstate Commerce Commission.—D.

THE C., R. I. & P. RY. has been authorized to establish the same rates on oat chops as are in effect on corn meal between various points.—P.

THE SOUTHWESTERN Feed Co. has been organized at Cedar Rapids, Ia., by S. C. Counsell and R. Opsal, to conduct a general jobbing business in millfeeds.

THE LACLEDE MILLS, Mattoon, Ill., on Mar. 19, 1915, entered a plea of guilty to misbranding a quantity of dairy feed shipped to Indiana Dec. 3, 1912. Court imposed a fine of \$15 and costs.

C. W. DOWLING & Co., Three Rivers, Mass., have nearly completed their new feed milling plant. Sprout, Waldron & Co. will supply machinery and equipment.

THE SECOND MEETING of the Oswego-Jefferson Counties Feed Dealers Ass'n of New York was held at Adams recently and 15 new members were admitted to membership.

THE ROBERT Cereal Mills Co. has been incorporated at Butte, Mont., with \$500,000 capital stock. A plant for the manufacture of cereal products will be constructed at once.

THE NEW FEED PLANT of O. Gandy & Co., Ft. Wayne, Ind., is nearing completion. The company will specialize on chicken feed and will have a capacity of 500 bags per day.

THE DIXIE MILLS Co., East St. Louis, Ill., has been incorporated with a capital stock of \$50,000, taking over the business of the National Warehouse & Storage Co. The company manufactures molasses feeds.

PAYNE & EIKENBERRY, Hamilton, O., are constructing a two-story feed warehouse to be operated in connection with a seed elevator. The Burrell Engineering & Const. Co. has the contract.

INDIANAPOLIS federal court has dismissed the government's charge against the J. & S. Emison Co., Vincennes, Ind., which alleged the company had shipped 400 bags of misbranded stock feed.

THE MUTUAL Millers & Feed Dealers Ass'n held its regular quarterly meeting on Oct. 20 at Salamanca, N. Y., 35 members being in attendance. The next meeting of the ass'n will be held at Buffalo, Jan. 21.

THE ASHEVILLE Milling Co., Asheville, N. C., has been re-organized with capital stock of \$75,000, and a large corn meal and feed milling plant will be constructed on the site of the old structure, destroyed by fire some time ago.

THE MEAD-JOHNSON Co., Evansville, Ind., has been incorporated with \$700,000 capital stock to manufacture corn products. The company's machinery, now at Jersey City, N. J., will be installed in a new plant at Evansville.

BUSINESS all over the south very quiet. Large amounts of feed raised this season will be used locally and little will reach northern markets. Cotton seed feeds high, though we will see cheaper prices soon.—Westbrook Gr. & Mfg. Co., Pine Bluff, Ark.

K. & E. NEUMOND, Inc., feed manufacturers of New Orleans and Galveston, have opened a branch at St. Louis, Mo., filing articles of incorporation in Missouri calling for the employment of \$32,000 in that state. The main office is in Hamburg, Germany.

THE CLOVER LEAF Milling Co., Buffalo, N. Y., on April 6, 1915, was fined \$20 upon its plea of guilty to shipping a quantity of feed into the state of Vermont not labeled in accordance with the contents of sacks. The shipment was made in January, 1913.

SUIT has been filed against the Ohio Dep't of Agriculture by the Millers State Ass'n to restrain collection of feedstuffs license fees provided for by recent statute. Pending settlement of the suit ass'n members have been advised by attorneys not to pay the fee.

COTTON BAGS are expected to be used quite generally in the feed trade the coming season owing to the shortage of jute. Calcutta reports the jute crop to be only 3/4 of normal, and this with the abnormally high ocean freights is expected to prohibit importation of the customary quantity.

EXECUTIVE COMMITTEE of the Ass'n of Feed Control Officials will meet at Washington, D. C., Nov. 17. Recommendations on problems submitted to the Com'te will be prepared, and later given the ass'n, which will meet Nov. 18 and 19. Some of the subjects to be discussed at the meeting will be: Rules governing the sale of feeding stuffs on the Boards of Trade; amendment to tentative definition for flaxseed products to provide a maximum percentage of foreign material permissible; definitions for ground flaxseed, oil cake and ground oil cake; the sale of by-products from the manufacture of cracked corn under the name of meal, feed or chop; and a discussion on a definition for "adulterant."

Feedstuffs Movement in October.

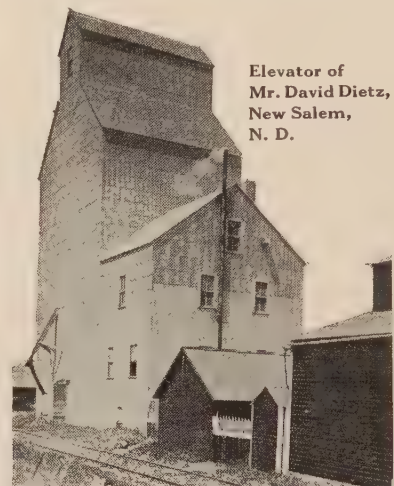
Receipts and shipments of feedstuffs at the various markets during October, 1915, compared with October, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chl., lbs.	59,882,000	86,205,000	150,434,000	127,911,000
St. L., sacks				
	218,470	129,300	236,920	192,230
Min., tons	32,740	27,340	39,512	32,673
Peoria, tons	12,867	9,515	73,782	66,740
	4,500	6,892	18,871	12,192
K. C., tons	2,160	4,000	10,980	13,300
S. F., tons	930	1,878	.....	.....

Elevator Man Makes Money Milling Flour

Mr. David Dietz of New Salem, North Dakota, puts in "Midget" Marvel Mill and Routs Competition. Makes Big Profits Too.

Here is another case where an elevator man turns wheat into real money, turns it into good big profits by installing a "Midget" Marvel Flour Mill in connection with his elevator.



Elevator of Mr. David Dietz, New Salem, N. D.

His profits run high as \$2.70 to the barrel, or more than 50c a bushel. In fact, he paid for his mill, lock, stock and barrel, in about eight months.

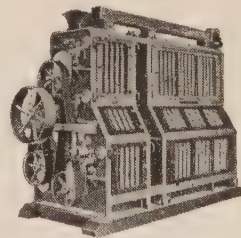
But Mr. Dietz is not the only elevator man who is "cashing in" with this wonderful mill. Hundreds of others all over the country are turning waste power, space, and labor into big profits with practically no increase of overhead expense.

And what these men are doing, you or any other red-blooded man can do. There's a big opportunity waiting for grain and elevator men in this wonderful flour milling proposition. It is a complete flour mill system within itself—all in one frame requiring very little space, time, power or attention to operate. No wonder it pays so handsomely.

Write us today for our interesting free book, "The Story of a Wonderful Flour Mill," which tells all about this marvelous "Midget" Marvel Mill wonder that is revolutionizing the milling business. It gives estimates, prices, terms, etc. Write today.

Anglo-American Mill Co.
INCORPORATED
435 4th Street Owensboro, Ky.

GRINDING TESTS are being conducted by Mr. J. T. Lawler at the San Francisco Exposition in the Palace of Food Products Building, S. E. Corner Court Place, with the "Baby Midget" and three "Midgets" on exhibition.



The "Midget" Marvel

Supreme Court Decisions

Arbitration.—A parol submission to arbitration is valid in any case where an oral agreement of the parties with respect to the matter submitted would be valid and enforceable. The agreement of submission may be by parol, and this is true as to the award, unless the submission contains a provision as to the form in which the award may be made.—*Deal v. Thompson*. Supreme Court of Oklahoma. 151 Pac. 856.

B/L Attached to Draft.—The goods having been shipped with the B/L attached to a draft, the title to the goods remained in the consignor or his assigns; and the defendant, as the purchaser, was not concerned in the loss of a portion of the shipment until it had paid the draft and secured a transfer of the B/L by indorsement.—*Cartersville Grocery Co. v. Rowland*. Court of Appeals of Georgia. 86 S. E. 402.

Damages on Market Value.—In an action for injury or destruction of a shipment of goods, evidence of the market value of the property at the place of destination is admissible; the rule for computation of damages being the difference between the market price of goods at the time and place when and where they should have been delivered and their value when and in the condition in which they were delivered.—*St. Louis, I. M. & S. Ry. Co. v. Laser Grain Co.* Supreme Court of Arkansas. 179 S. W. 189.

Delivery by Carrier without Full Indorsement of B/L.—Where a B/L controlling the movement of a car load shipment consigned the shipment to the order of B. & B., and was signed, "B. & B., per F. M. G., Shipper, L. Grain Company, Churchill," it indicated that the L. Grain Company, as well as B. & B., were shippers, and, as such shippers, their indorsement was necessary before the carrier was justified in making delivery, and a delivery on a forged B/L was no defense.—*Geo. H. Churchill v. Grand Trunk Western Ry.* Supreme Court of Michigan. 154 N. W. 106.

Agreement not to Engage in Business.—Under an agreement for the sale of an elevator and warehouse, stipulating that the vendor was not to build any elevator, nor directly or indirectly engage in the elevator or grain business, except to buy grain to be ground at his own mill, the vendor will be enjoined from operating an elevator for the purpose of receiving and storing beans, such business being properly considered operating an elevator. An agreement in a contract of sale of an elevator that the vendor was not to engage in the elevator business was enforceable by the vendee partnership, although it had failed to file the certificate of copartnership required by Pub. Acts 1913, No. 164, as a prerequisite to transacting business; the contract having been executed before the passage of the statute.—*Wm. C. Bottomley v. Allen Brown*. Supreme Court of Michigan. 154 N. W. 37.

Shipper May Recover in State Court under Federal Statute.—Where a railroad exacted from a shipper a charge in excess of that in its schedule established and published under the federal Interstate Commerce Act Feb. 4, 1887, the shipper could recover the excess in the state court on the carrier's implied obligation to return the excess on demand, and was not constrained to sue in the federal courts, as the statute conferred the right to do, since the right to recover for the money unlawfully exacted was not created by the statute; the statute serving merely to create the illegality. Jurisdiction of state courts to enforce rights and liabilities under the laws of the United States in civil cases is concurrent with that of the federal courts, where it is not excluded by express provision, or incompatibility in its exercise from the nature of the case.—*Coad v. C., St. P., M. & O. Ry. Co.* Supreme Court of Iowa. 154 N. W. 396.

Liability of Carrier.—Proof of delivery of an interstate shipment to the initial carrier, and of a failure to deliver it to the consignee, raises a presumption of negligence, so as to give rise to the liability imposed by the Carmack amendment, for loss or damages caused by the initial carrier, or by any other carrier in the chain of transportation, and casts upon the initial carrier the burden of proving that the loss resulted from some cause for which the initial carrier was not responsible in law or by contract.—*Nashville, C. & St. L. Ry. Co. v. C. V. Truitt Co.* Court of Appeals of Georgia. 86 S. E. 421.

Initial Carrier Liable Only under Federal Statute.—A suit for damages based upon the provisions of section 2752 of the Civil Code of 1910 cannot be maintained against the last of several connecting carriers, if the loss or damage to the shipment occurred in the course of interstate transportation; for under the provisions of the Carmack amendment the initial carrier alone is liable for damages to interstate shipments, and under the federal regulation of interstate commerce (which supersedes all state regulation upon the same subject) the remedy against the initial carrier is exclusive.—*Southern Ry. Co. v. Bennett*. Court of Appeals of Georgia. 86 S. E. 418.

Liability for Delayed Inspection.

The Smith Bros. Grain Co., of Ft. Worth, Tex., plaintiff, made claim for \$40.59 against Davison & Co., of Galveston, defendant, before the Arbitration Committee of the Texas Grain Dealers Ass'n, composed of A. B. Cowan, W. L. Newsom and R. T. Dorsey, on account of the deterioration in the quality of a car of kafir corn while being held on track.

The two cars shipped are represented by plaintiff as being shipped from the same lot of kafir and from the same bin and being the same grade and as having been received into the elevator as No. 3 kafir. The car arrived at Galveston on or about Nov. 29, 1914, and was not inspected until Dec. 11. The evidence further shows that the car was ordered by the defendant sent to the elevator of the Wisrodt Grain Co. without the knowledge or consent of the plaintiff, and before the car was inspected, and that the car was placed at the elevator of the Wisrodt Grain Co. Dec. 1 for loading, but prior to the unloading the elevator of the Wisrodt Grain Co. burned, and the car was then returned to the yards of the railroad company, where it remained until Dec. 8. It was three days later, or Dec. 11, when inspection was made at the warehouse or elevator of the Wisrodt Grain Co., at which time the defendant wired plaintiff that the car was in a heated condition and they could not handle same.

On account of the character of this car the Com'ite does not believe that inspection 13 days after the arrival of the car at destination was reasonable, and that the fact that the kafir was kept in a closed car on track at Galveston, where the air is very humid, would have much to do with the condition of the kafir at the time of inspection, and that they further do not believe the fact that the kafir was heating in spots on Dec. 11 was proof that it was out of condition upon arrival at Galveston, and, having graded No. 3 at Fort Worth, that plaintiff should be held responsible for the loss on account of the misgrading at Galveston.

This claim is based on \$24.59, on account of grade, demanded by defendant of plaintiff, and the balance for inter-city switching charges of \$7 and demurrage of \$9, making a total of \$40.59. The Com'ite holds that plaintiff was not responsible for the inter-city switching charges, for the reason the kafir was sold delivered Galveston, which means on the tracks of the railroad company and not set to any particular industry.

Nor do we believe plaintiff should stand the demurrage simply because the car happened to misgrade, for the reason we have already decided that the inspection was not made within a reasonable time; and had the inspection been made within a reasonable time no demurrage would have accrued, as the kafir could have then been disposed of, and, this demurrage having accrued before inspection, should be borne by defendant. Therefore, we hereby order that Davison & Co. promptly pay to Smith Bros. Grain Co. \$40.59, the amount claimed, and the sec'y is instructed to return Smith Bros. Grain Co. its deposit fee.

Accrual of Demurrage Under Contract.

The Early Grain & Elevator Co., of Amarillo, plaintiff, v. Taylor Grain & Elevator Co., of Corpus Christi, Tex., defendant, was a case presented to the Arbitration Com'ite of the Texas Grain Dealers Ass'n, composed of Bert K. Smith, G. E. Cranz and W. L. Newsom, wherein no exact sum was specified as the recovery on account of damage to two cars of maize heads during the floods of 1913.

The roofs of the cars were leaky and the maize heads out of condition, and the Early Grain & Elev. Co. was forced to reduce drafts to the extent of \$5 per ton on car C&S 13487 and \$7 per ton on SW 7020, amounting to total of \$289.44. The Early Grain & Elev. Co. then filed claim against the railroad company for \$314.36, the amount of the loss, but later compromised and accepted \$185.00 from the railroad company, hence this claim against Taylor.

The Com'ite is of the opinion that the railroad company, being the agent of Early Grain & Elev. Co., was responsible to the Early Grain & Elev. Co. for the loss. Therefore, we find for the Taylor Grain & Elev. Co., that they do not owe the Early Grain & Elev. Co. anything for the damage on the maize heads, but are due the Early Grain & Elev. Co. \$13 demurrage.

The Com'ite awards in favor of Early Grain & Elev. Co. for \$5 demurrage on C&S 13487 and for \$8 demurrage on SW 7020, total \$13, this being the demurrage that accrued from the date Taylor Grain & Elev. Co. was notified of the arrival of the cars up to the time of the inspection of said cars by Taylor, on which dates he notified Early Grain & Elev. Co. of the misgrading and rejection of the cars. Also the demurrage that accrued from the date of the release of the cars by Early Grain & Elev. Co. to the Taylor Grain & Elev. Co. and the final releasing of the cars by the Taylor Grain & Elev. Co. after having allowed two days free time for unloading each of the cars. Therefore, we find for the Early Grain & Elev. Co. for \$13 demurrage, and the Taylor Grain & Elev. Co. is hereby ordered to promptly pay to Early Grain & Elev. Co. this amount, and the Secretary is instructed to return the Early Grain & Elev. Co. its deposit fee.

Damages Include Prospective Profits.

In arbitration between W. H. Hurley of Clinton, Mo., plaintiff, against Updike Commission Co., of Omaha, Neb., defendant, the Arbitration Com'ite of the Grain Dealers National Ass'n, composed of E. M. Combs, L. W. Gifford and Elmer Hutchinson, held that the alleged error in the quotations on five cars of white milling corn was not so apparent to Mr. Hurley as to relieve the defendant from filing the contract. The Com'ite said:

There is absolutely nothing in the evidence submitted by the defendants to support their contention that the card offer was an error, and, even tho it was an error, there is nothing in the evidence that would indicate plaintiff could have had any knowledge that it was an error; therefore, the Com'ite must assume that plaintiff's acceptance was sent in good faith, and we believe that defendants card offer, which was made without reservation of any kind and plaintiff's wire acceptance constituted a contract, as contended by the plaintiff.

As to defendants liability on account of their failure to fulfill their part of the contract, which the Com'ite believes was entered into, it was not necessary for plaintiff to show a sale of the five cars of corn involved in this dispute in order to be entitled to damages, but they would be entitled to damages to the extent of the difference between the contract price and a fair market value or repurchase price on the five cars, provided the fair market value was established or the repurchase made as soon as possible after it was determined that defendants did not intend to fulfill their part of the contract. Inasmuch as plaintiff bought on Apr. 5, the same day the contract was made, five cars of corn at a loss of 2½ cents per bushel and there is nothing in the evidence to show that such a purchase was in excess of a fair market value, we believe plaintiff is entitled to recover damages on that basis, and our ruling is that the Updike Commission Co. pay to W. H. Hurley the sum of \$162.05 and the cost of this arbitration.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. B. & Q. in Sup. 19 to 3662-E quotes rates on grain and seeds when shipped in connection with the I. & St. L., Q. O. & K. C., R. P. L. & N., or the T. & N. Rys., effective Dec. 6.

C. B. & Q. in Sup. 23 to 37-I quotes rates on grain, grain products and flaxseed from Kansas City, Mo., Atchison, Kan., to Brookport, Metropolis, Ill., and Paducah, Ky., effective Dec. 1.

C. R. I. & P. in Sup. 19 to 29329-A quotes rates on grain, grain products and seeds from stations in Neb., Kan., Ia., and Mo., to points in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Dec. 8.

C. B. & Q. in Sup. 63 to 3200-B quotes rates on grain and grain products from Missouri River points to Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., effective Dec. 1.

C. B. & Q. in Sup. 51 to 1800-B quotes rates on grain, grain products, broom corn and seeds from stations on the C. B. & Q. Ry. west of the Missouri River to points east of the Missouri River, effective Dec. 1.

C. & A. in Sup. 15 to 1604-B quotes rates on grain and grain products from Chicago, Joliet, Peoria, Pekin, E. St. Louis, Ill., St. Louis, Mo., to other stations in Ill., Toledo, O., and Detroit, Mich., effective Nov. 10.

C. G. W. in Sup. 10 to 97-B quotes rates on grain, grain products and seeds from Minneapolis, St. Paul, Minnesota Transfer and South St. Paul, to stations on the C. G. W. and connecting lines, effective Oct. 15.

C. B. & Q. in Sup. 64 to 3200-B suspends rates on grain and grain products from Missouri River points to Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., until April 29.

A. T. & S. F. in Sup. 15 to 5655-U quotes rates on grain, grain products and broom corn from points in Kan., Colo., N. M., and Okla., also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., when for export, effective Nov. 29.

C. B. & Q. in Sup. 16 to 1361-I suspends rates on grain, grain products and seeds from St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., to stations in Ill., Ind., Ky., and Green Bay and Kewaunee, Wis., until April 29, 1916.

C. G. W. in Sup. 3 to 53-E quotes rates on grain products in carloads from St. Joseph, Mo., Leavenworth, Kansas City, Kan., Kansas City, Mo., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Newport News and Norfolk, Va., when for export, effective Oct. 13.

C. R. I. & P. in Sup. 17 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Dec. 11.

C. R. I. & P. in sup. 16 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Dec. 10.

C. B. & Q. in Sup. 52 to 1800-B suspends rates on grain, grain products, broom corn and seeds from stations on the C. B. & Q. west of the Missouri River, also Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and stations taking the same rates, to points on lines east of the Missouri River, until April 29.

C. B. & Q. in Sup. 30 to 4000-B suspends rates on grain, grain products and seeds from Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations in Ia. and Mo., to Brookport, Metropolis, Cairo, Ill., Memphis, Tenn., Mobile, Ala., and New Orleans, La., until April 29.

C. B. & Q. in Sup. 29 to 4000-B quotes rates on grain, grain products and seeds from Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., to stations in Ia. and Mo., also to Brookport, Metropolis, Cairo, Ill., Memphis, Tenn., Mobile, Ala., and New Orleans, La., effective Dec. 1.

I. C. quotes a rate on oat products from Sioux Falls, S. D., to Omaha and South Omaha, Neb., of 15c; Council Bluffs, Ia., 14c; wheat, 20.2c; barley, corn, oats and rye, 19.2c to New Orleans, La., and Mobile, Ala., when for export, from Council Bluffs, Omaha or South Omaha, but originating beyond, effective Nov. 15.

C. B. & Q. in Sup. 15 to 1362-I quotes rates on grain, grain products and seeds from St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., to stations in Ill., Ind., Ky., and points on the west bank of the Mississippi River, not including Dubuque, Ia., and St. Louis, Mo., effective Dec. 1.

C. G. W. in Sup. 16 to 33-B quotes rates on grain, grain products and flaxseed in carloads from Minneapolis, Minnesota Transfer, St. Paul, So. St. Paul, Minn., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Memphis, Tenn., New Orleans, La., and other Mississippi Valley points and Gulf ports, effective Nov. 25.

C. R. I. & P. in Sup. 29 to 28675-B quotes rates on grain, grain products, broom corn and seeds in carloads from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Kan., Mo., Neb., N. M., Okla., and Tex., effective Dec. 1.

C. R. I. & P. in Sup. 27 to 13207-F quotes rates on grain, grain products and seeds in carloads from Albright, Omaha, South Omaha, Neb., Armourdale, Kansas City, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Kansas City, North Kansas City, St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Nov. 27.

C. R. I. & P. in Sup. 13 to 19690-F quotes rates on grain, grain products, seeds, broom corn and corn husks from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., also on corn and articles taking the same rate from Memphis, Tenn., to stations in Okla., effective Nov. 27.

C. & A. in Sup. 18 to 1596-B quotes rates on grain and grain products from stations in Ill. to Memphis, Tenn., New Orleans, La., Mobile, Ala., Jackson, Meridian, Hattiesburg, Miss., and Helena, Ark., and other points in Ala., Ark., Fla., La., and Miss., also when for export to Key West, Pensacola, Fla., Mobile, Ala., New Orleans, Port Chalmette and Westwego, La., effective Nov. 15.

C. B. & Q. in Sup. 44 to 5400-A suspends rates on carloads of broom corn, flaxseed, grain and grain products from Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Pacific Junction, Sioux City, Ia., Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., and stations taking the same rate, to stations on the C. B. & Q. Ry. west of the Missouri River, until April 29.

C. R. I. & P. in Sup. 94 to 10339-C quotes rates on grain, grain products, flaxseed, millet seed, cottonseed meal, cottonseed cake and cottonseed hulls in carloads from St. Louis, Hannibal, Mo., East St. Louis, Alton and Quincy, Ill., to stations in Ill., Ia., Neb., Minn., Mo., and S. D.; also on grain and grain products in carloads from stations in Ia., Minn., and S. D., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Nov. 27.



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The left hand pages are devoted to—Purchased; the column headings being: Date; From Whom; Bushels; Grade; Delivery; Price; By Whom Bot; How; and Remarks.

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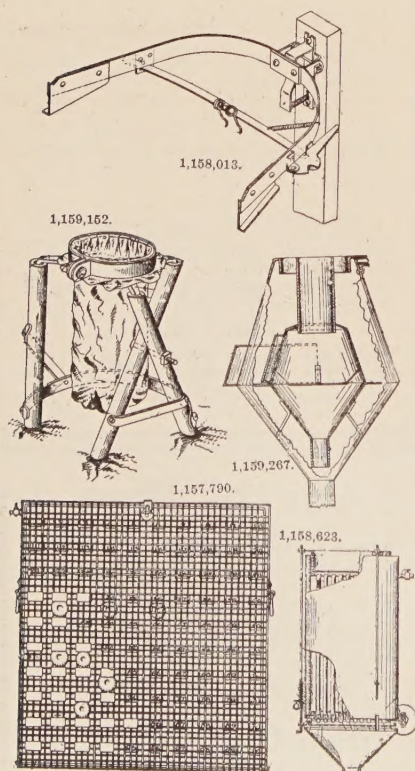
Patents Granted

Bag Holder. No. 1,159,152. (See cut.) R. D. Angstead, Fairfield, Ia., assignor of $\frac{1}{2}$ to W. H. Angstead, Fairfield, Ia. Two inclined legs are crossed together and secured at their point of intersection, and a third leg, vertically disposed, is spaced apart from the other legs. A bar secured to the inclined leg below its pivotal point is secured to the vertical leg.

Seed Corn Case. No. 1,157,790. (See cut.) R. E. Locke, Lone Rock, Ia. Ventilating means are provided in a housing containing removable tiers. Each tier comprises top, bottom and end wires, with a plurality of transverse wires extending thru each tier, dividing it into a plurality of stalls. The cross wires are movable with relation to each other so as to vary the size of stalls when desired.

Bag Holder. No. 1,158,013. (See cut.) F. C. Vonderahe, Portland, Ore. A pivoted bag holding device is supported, by a vertical member with its top end extending above the pivot, and so arranged as to engage the support. Ends of the support extend on opposite sides of the pivot with a spring interposed. This permits the holding means to move downwardly against the tension of the spring.

Dust Collector. No. 1,159,267. (See cut.) August C. Posner, New Orleans, La. Two chambers, one within the other, are each provided with a spiral passageway and each passageway has a mouth extending beyond the periphery of the chamber to which it is applied. The mouth of the inner passageway is in a position to receive a current of air from the passageway of the outer chamber and an annular flange is secured to the inner chamber for supporting the air current above the central plane of the chamber. A separate purified air discharge outlet is provided for each chamber.



Grain Heater Controller. No. 1,158,623. (See cut.) Allen C. Brantingham, Toledo, O., assignor to C. G. Hammond, trustee, Silver Creek, N. Y. A treating device embodies a plurality of ways for material flow and baffle means for the ways and flow checking. Material deflectors are provided with driving means to actuate the deflectors.

Crop Improvement Notes.

TO IMPROVE CROPS in Saskatchewan and encourage better farming methods the grain elevator companies of that Province have collected a fund of \$7,500 to be used in teaching the children of growers.

THE BUCKEYE Corn Special, in charge of T. P. Riddle, Lima, O., promises to be a greater success this year than ever before. The boy champion corn growers will assemble at Pittsburgh on Nov. 29 and in seven special trains will travel to Philadelphia for the big corn show.

FORTY WINNERS of the Iowa boys acre corn growing contest will be rewarded with a trip to the Panama-Pacific Exposition, and the State Agricultural Extension Dep't has arranged to give those obtaining lower yields than the winners a short course in agriculture at Ames.

A CAMPAIGN to encourage the use of better seed corn thruout Iowa is being conducted by the Crop Improvement Committee, Chicago. A seed corn stringer is being given free to the pupil of any country school who is anxious to assist farmer partners in selecting, storing and testing corn.

THE SCARCITY of seed corn makes it doubly important that the grain dealer or farmer guard what supplies he has on hand from rats and mice. The Crop Improvement Committee recommends a campaign to exterminate the pests thru the use of poisons and traps, believing that "it is better to have a bushel of corn next spring than a prosperous rat."

THE EAST DES MOINES Corn Show was held Nov. 4 5 and 6 at East Des Moines, Ia., and one of the most instructive features of the exhibition was the moving picture show of the Crop Improvement Committee, Chicago. Sec'y Bert Ball represented the Committee, and in addition to explaining the pictures delivered an instructive lecture on the subject of larger yields of better corn.

Books Received

WINTER GRAIN IN SOUTH DAKOTA is the subject of a recent bulletin published by the Agricultural Experiment Station, Brookings. The booklet is divided into five chapters covering history, introduction, general climatic and soil conditions, rate and date for seeding, soil preparation and the adaptable rotations. Bul. No. 161, August, 1915.

Insurance Notes.

THE MILLERS Mutual Casualty Ins. Co., and the Millers National Ins. Co., both of Chicago, held quarterly meetings at the general offices Oct. 27.

THE MILLERS Mutual Casualty Ins. Co., Chicago, has shipped a number of steel guards to Oklahoma City, Okla., where the State Dep't of Labor will shortly hold a safety-first exhibition. The guards can quickly be erected around any machine, regardless of shape or size. The company is also sending a supply of guards to the Kansas Dep't of Labor for exhibition at various cities.

War Affecting the Grain Trade.

THE RATE on flour, Boston to Liverpool, is 75c per 100 lbs., compared with a price of 2c per 100 lbs. before the outbreak of war.

FRENCH GOVERNMENT has restored the duty on wheat spelt and wheat flour which was removed more than a year ago. Shipments exported to France prior to Oct. 17 will be entitled to free admission.

GREAT BRITAIN has requisitioned more than 3,200 ocean steamers in connection with war operations, and the expediency of now releasing as many of the vessels as possible is being considered by the Government.

BREAD for CANADIAN soldiers in England will hereafter be made exclusively from Canadian wheat, according to recent reports from Ottawa, which add that the minister of militia is arranging for the exportation of 2,000,000 lbs. of flour every three months.

GERMANY is reported as importing Bulgarian grain. Women of Sofia and Berlin are said to frequently wait all night in front of shops where fat is sold, but thousands are turned away daily. Many riots occur among the poorer classes who have no money with which to purchase food.

MARINE INSURANCE companies have refused to assume further risks on wheat cargoes for Greece until the political situation of the country is cleared, and it is said the Government is therefore insuring its own cargoes. Sellers are insisting upon payment of grain f. o. b. steamer.

DOCKAGE of WHEAT in Canada must not contain more than 25% of commercial grain, according to the latest ruling of the Canadian Grain Commissioners. This dockage, commonly termed scalplings, has heretofore been shipped to the United States for use as poultry feed, but an endeavor is being made to retain it in the Dominion.

THE REQUISITION LAW passed by the Government of France Oct. 16 provides that the Minister of Commerce may requisition foreign or native wheat for the civil population at prices not to exceed \$2.63 per 100 lbs. of wheat containing not over 2% of impurities and weighing 59.8 lbs. per bu. Prices are subject to an increase or decrease according to weight of the wheat and amount of impurity. Hard wheats can not be requisitioned for alimentary pastes.—Consul Gen'l A. M. Thackara, Paris.

CHICAGO BOARD OF TRADE advises thru Sec'y J. C. F. Merrill that postings of exports of American and Canadian wheat from the ports of Montreal and New York can not be separated owing to refusal of the collector of the port of New York and the Canadian minister to furnish official data for a period of 30 days thereafter on account of certain conditions arising from the foreign war.

VISIBLE SUPPLY of wheat is 22,639,000 bu. vs. 66,000,000 bu. the same week last year. Even the eagle-eyed censor has not been able to suppress the growing acuteness of foreign needs. Germany in the throes of actual want and Austria, Russia and parts of southern Europe actually famine stricken. The present conditions are deplorable, but the future is even darker. The acreage and condition in all European countries and even the United Kingdom is pitiable. Lack of seed, of men, of horses has resulted in the smallest acreage sown in Europe in a decade.—W. H. Perrine & Co.

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FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

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are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at..... station, on..... date; billed shipper's order, notify..... draft for \$..... made thru..... bank of..... to apply on sale of..... bushels made.....

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—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

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WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

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Goemann Grain Co., Mansfield, Ohio

NOTE: The above list does not include any machine of less than 750 bushels per hour capacity. We have also received contracts for, or installed, during the past two months the following list of machines having a capacity of more than 250 bushels per hour:

Exchange Elevator Company, Pittsburgh, Pa.
Globe Elevator Co., Buffalo, N. Y.
Boie Grain Co., Fort William, Ont., Canada
N. M. Paterson & Co., St. Boniface, Man., Canada
N. M. Paterson & Co., Fort William, Ont., Canada
Wadsworth Feed Co., Warren, Ohio
Blackwell Mlg. Co., Blackwell, Okla.

NOTE: The above lists do not include a number of driers of smaller capacity and coolers which have been sold by this company in the above specified time.

The Ellis Drier Company

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CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

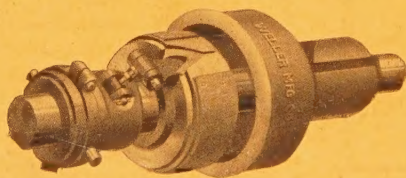
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